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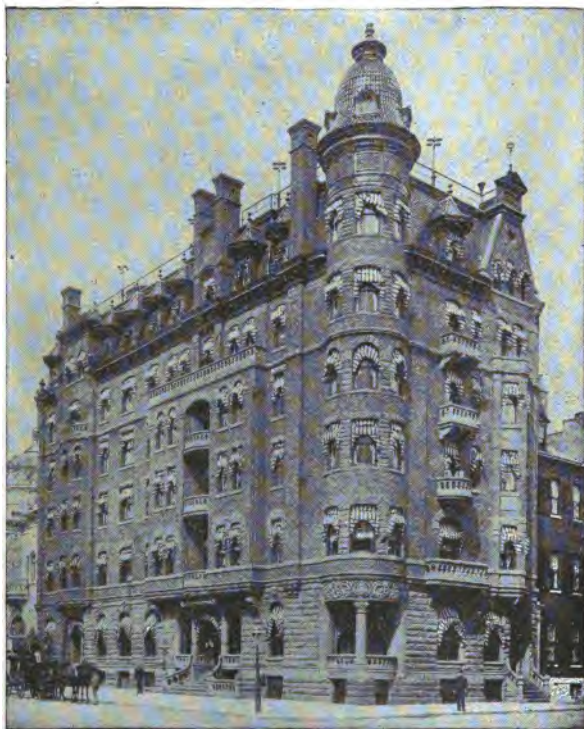
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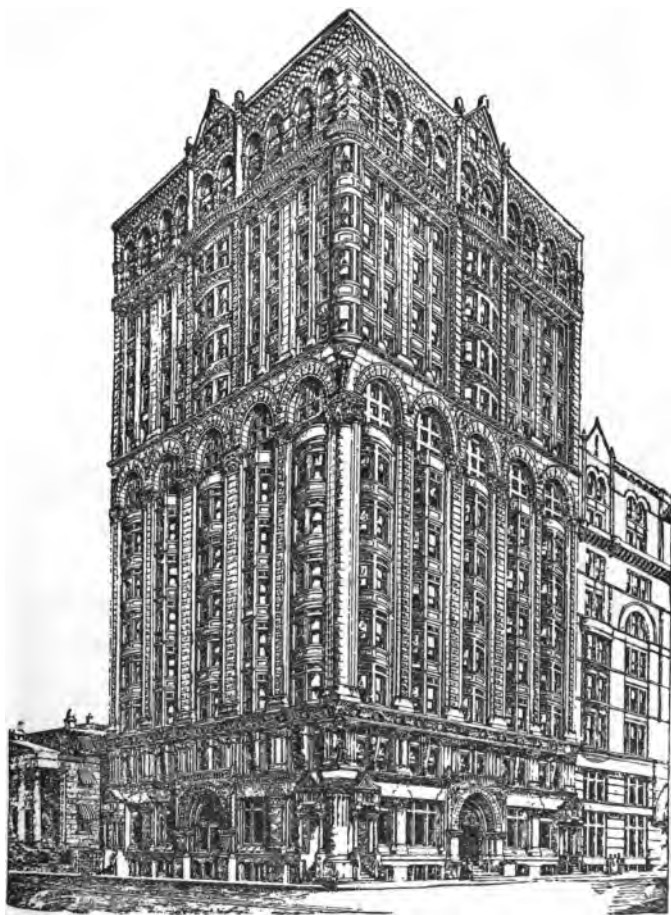
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TO

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Associate Editor of the Philadelphia Public Ledger,

AUTHOR OF

"THE VOYAGE OF THE KITE," "A JOURNEY TO GREENLAND," "FISH,
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I.

AN INTRODUCTION TO PHILADELPHIA.

Railroads and Depots.

Four great railroads have direct entrance into Philadelphia — the Pennsylvania, the Philadelphia & Reading, the Baltimore & Ohio, and the Lehigh Valley — through the trackage of the Reading. The three first named have terminals which for magnificence and comfort are unsurpassed in any other city in the country. All are within the heart of the city, and two are but three or four minutes' walk from most of the chief hotels and many of the greatest business houses.

The Pennsylvania Railroad Depot, at Broad and Market streets, is a splendid example of modern Gothic architecture. Directly opposite the new City Hall, its ten stories of granite and brick, with terra cotta trimmings, add materially to the beauty of Philadelphia's chief public building. The main building of the depot has a frontage of 306 feet on Broad Street, and of 212 on Market. Beneath it runs 15th Street, and on the north side, Filbert. Within the depot, on the ground floor, may be found hacks, hansoms, and other vehicles belonging to the company, to take passengers where they will for moderate charges. The train shed of the depot is a marvel of engineering skill, for it is a single span of iron and glass, reaching from Market to Filbert streets, a clear distance of 304 feet. The length of the shed is 600 feet, the height, 146½ feet from the rail level, and covers sixteen tracks and wide platforms. The entire area of the shed is nearly five acres. The depot is reached from the west side of the Schuylkill by a handsome iron bridge and nearly five squares of an elevated road built of solid brick arches. More than 20,000,000 persons enter and leave the depot by train annually.

Philadelphia has the reputation of being a quiet place, where everything is conducted without hurry or bustle, but a stranger enter-

ing Broad Street Station for the first time would be apt to conclude that this reputation is unwarranted. The spacious waiting rooms and huge train-shed space east of the gates are constantly crowded with people hurrying in or out, or waiting for their particular train to be made up. Every two or three minutes a locomotive comes puffing with crowded cars, and others go out loaded to New York, the West, the South, the Northwest, and to suburban points, loaded with passengers. The network of tracks west of the Schuylkill, before they finally separate towards Baltimore, Pittsburg, Niagara Falls, Pottsville, Chestnut Hill, New York, and to almost numberless other places, is, to a novice, and even to one used to railroad traveling, marvelous and bewildering.

The Philadelphia & Reading terminal building is at 12th and Market streets, and is the first of its style of architecture in the railroad world. It is known as composite renaissance, and its chaste and impressive beauty has won the admiration of all who have seen it. It fronts on Market Street 266 feet, and extends northward on 12th 107 feet. It is eight stories in height and built of New England granite to the second floor. The remainder is constructed of pink-tinted brick and white terra cotta. The waiting rooms are fitted up in sumptuous style, and, like its great rival at Broad and Market streets, its patrons are provided with a fine restaurant, carriages, and everything conceivable for their comfort and convenience. The train shed is 266 feet 6 inches wide and 507 feet in length, extending to Arch Street. The great span, within a few feet of the size of the one at Broad and Market streets, covers sixteen tracks, besides wide asphalted platforms. A handsomely and solidly built elevated railroad extends northward to Callowhill Street, where it divides into two branches, one running toward Ninth Street, where it reaches the surface at Fairmount Avenue, and the other toward Broad, where at present it touches the ground a little to the east of that thoroughfare, not far north of Callowhill. The city is building a great subway from Broad Street to Fairmount Park, to connect with this branch of the elevated road, in order to do away with grade crossings at Broad Street and those lying to the westward. The expense, which will be considerably over \$6,000,000, is borne by the municipality and the Reading Railroad Company. This branch of the elevated road leads to the Reading main line, and is used also by incoming Baltimore & Ohio Royal Blue Line trains to New York.

The Ninth Street Branch, besides being used by the trains to Manayunk, Norristown, Germantown, Chestnut Hill, and points on North Pennsylvania, Bound Brook, East Pennsylvania, Lehigh



BROAD STREET STATION OF THE PENNSYLVANIA RAILROAD.
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Valley, and numerous other roads, is made use of by the outgoing trains of the Royal Blue Line to New York, and from that city to Philadelphia.

The Baltimore & Ohio Depot is at the southwest corner of 24th and Chestnut streets, a short distance west of the Schuylkill River. A beautiful building in every way, the architects have taken advantage of an unfavorable situation to enhance, if anything, the pleasing effect of the structure. A tall clock tower forms a prominent landmark, and the general architecture harmonizes perfectly with the handsome Chestnut Street bridge, which spans the Schuylkill close by. As the tracks of the Baltimore & Ohio Railroad are depressed at this point, the general waiting room is in the second story of the depot and on a level with Chestnut Street. The appointments are on a scale scarcely less magnificent than the depots of the Pennsylvania and the Reading railroads. The Baltimore & Ohio Company is famous for many of its vast enterprises, one of the most wonderful of which, in an engineering way, is its great tunnel under the city of Baltimore, but to the traveling public, the perfection of railroading is reached in its "Royal Blue Line" trains running from Washington to Philadelphia and from thence to New York. The coaches of this line are superb, decorated in the highest style of modern art, and the passenger finds himself encompassed with all the comforts, conveniences, and even the luxuries of home, and the elegancies of the drawing-room cars excel in no few cases the rich paraphernalia of many a private household.

Lehigh Valley.—Although, theoretically speaking, the Lehigh Valley Railroad has no entrance into Philadelphia, in reality its facilities for landing passengers into the heart of the city are as perfect as though they owned tracks and a depot for the purpose. By a traffic arrangement with the Philadelphia & Reading Railroad Company, the cars and passengers are transferred over each other's lines, and through and way tickets are sold in one or both directions by either one of the companies. The rolling stock of the Lehigh Valley line is in superb condition; and on account of the solid vestibule trains, heated by steam and lighted by the Pintsch gas, and running on limited time, this route is a great favorite with thousands who annually travel between New York or Chicago and Philadelphia. It is further a favorite, because, in addition to the comforts provided for the passengers, the journey between Chicago and Philadelphia is one of the most picturesque in the world, passing through the famous St.

Clair Tunnel, by Niagara Falls, Watkins Glen, and following the tortuous and magnificent valley from which the railroad derives its name.

Other Depot Entrances.—Besides the three magnificent edifices noted, there are other depots for railroad entrance. Among them are those of the North Pennsylvania Railroad (Philadelphia & Reading System) at Third and Berks streets; Kensington; Market Street ferry for the many New Jersey branches of the Pennsylvania Railroad System, and Chestnut and South Street ferries for the Atlantic City Railroad (Philadelphia & Reading System). Third and Berks and Kensington depots, however, are but little used, because the major part of the business has been transferred to 12th and Market and Broad and Market depots respectively. They are, moreover, remote from the center of the city, and offer few conveniences for travelers.

Baggage and Checks.

A uniformed and accredited solicitor, belonging to a transfer company, boards all incoming trains of the Pennsylvania Railroad and of the Reading and its interchangeable traffic lines, some distance out of town, and takes orders for the delivery of checked or other baggage. To him may be delivered the checks in exchange for a receipt, and the baggage therefor, or article handled, will be taken quickly to any point within the city limits for a moderate sum, which can be paid on delivery. Travelers going to hotels may also deliver their checks to the attendants of the various vehicles sent by them to convey passengers free from the railroad station. These vehicles are all plainly marked with the hotel name.

Package Rooms.—Travelers desiring to visit stores or other places before going to a residence or hotel, and who may have hand luggage, can deposit it in package rooms which are provided in the three great depots, at the rate of 10 cents a day for each piece for a limited number of days. Checks are given for such luggage.

Information Bureaus.—The three great railroads have in their depots each an information bureau, where all questions regarding the movements of trains are answered.

Outgoing Baggage.—When a person is ready to depart there are many baggage and express companies with call stations all over the city, who will come for the baggage and deliver it to any station desired for a small charge. If the person has purchased a railroad

ticket, before the call is made, the expressman will furnish checks for the baggage, thus saving trouble or delay at the depot.

Ferries.

Directly opposite Philadelphia on the Delaware River, is Camden City, and between the two, ferry boats constantly ply. The following is a list of their points of departure, both in Philadelphia and Camden. The first-mentioned wharf of each ferry line is in Philadelphia, the second in Camden.

Cramer's Hill.—Between Otis St. Wharf and Cramer's Hill.

Gloucester.—Between South St. and Gloucester City.

Kaighn's Point.—Between South St. and Kaighn's Point, and between Pier 7 South Wharves, below Chestnut St., and Kaighn's Point.

West Jersey.—Between Market St. and Market St.

Camden & Philadelphia.—Between Market St. and Federal St.

Camden & Atlantic.—Between Vine St. and Wood St.

Shackamaxon Street.—Between Shackamaxon St. and Wood St.

Bristol.—Between Bristol and Burlington (Bristol is out of the county limits).

Steamships and Wharves.

The owners of shipping in Philadelphia devote themselves chiefly to the transportation of freight, in which they do an enormous business with other countries and sister cities along the Atlantic and Pacific coasts. Some of the companies having lines in New York, accept passage money to points at which their vessels touch, and furnish the passengers with tickets over either the Pennsylvania or Philadelphia & Reading Railroad to New York, without extra charge, to sail from there. Latterly there has been a disposition to pay more attention to the Philadelphia passenger traffic, and some of the companies which formerly carried freight only are affording accommodations for cabin passengers. The list of passenger lines follow, the river boats being treated in a place by themselves:

Transatlantic Steamships.

Allan Line.—Pier 46 South Wharves, above Washington Ave. (to Glasgow, touch on western voyage at Liverpool, St. Johns, and Halifax). Philadelphia office, 421 Chestnut St.

American Line.—Piers 53 and 54 South Wharves, below Washington Ave. (to Queenstown and Liverpool). Philadelphia office, 305 and 307 Walnut St.

Atlantic Transport.—Pier 47 South Wharves, foot of Washington Ave. (to London and Swansea). Philadelphia office, 303 Walnut St.

Hamburg-American.—Piers 35 and 44 (Hamburg, carry passengers occasionally). Philadelphia office, 425 Chestnut St.

Red Star Line.—Pier 55 South Wharves, below Washington Ave. (to Antwerp, call at Southampton on eastern voyage). Philadelphia office, 305 and 307 Walnut St.

Coastwise Steamships.

Boston and Philadelphia.—Pier 20 South Wharves, Pine St. (to Boston). Philadelphia office, 338 S. Delaware Ave.

Clyde Line.—Office, 12 South Delaware Ave. (Charleston and Jacksonville). Pier 22 South Wharves. Further information elsewhere.

Ericsson Line.—Pier 7 North Wharves, Delaware Ave. below Chestnut St. (to Baltimore).

Ocean Steamship Co.—Pier 39 South Wharves, foot of Catharine St. (to Savannah).

American Line.—The American Line of the International Navigation Company is one of the most popular transatlantic steamship lines. The fame of the Paris, New York, and other vessels of this corporation is too widespread to need particular comment. These, as the public are generally aware, sail from New York, and passengers from Philadelphia are furnished transportation, during the summer season, by special train, and at other times by the regular trains of the Pennsylvania Railroad. The vessels of the American Line plying between Philadelphia and Liverpool carry second-cabin passengers only, but these have the good fortune to be berthed in the first-cabin state rooms, and have the use of the piano, saloons, ladies' parlor, smoking room, promenade deck, bath rooms, etc., that were originally built, arranged, and furnished for first-cabin passengers. In other words, by the American Line steamers sailing from Philadelphia, second-class passengers have all the sumptuous accommodations usually accorded tourists paying first-class fares. In the matter of landing, also, the second-class passengers by this line are given the pleasant privilege of being put ashore at the company's pier, the same as first-cabin passengers, and are not required to pass through the immigrant depot. Outward passengers also pass on board direct from the pier and by separate gangways from the steerage. Passengers by this line are carried between Philadelphia and Liverpool or Queenstown.

Red Star Line.—The Red Star Line steamers of the International Navigation Company, which leave this port fortnightly for Antwerp, also carry second-class and steerage passengers only, and, as on the American Line boats, the former are given nearly all the accommodations of first-class passengers. This line books first-cabin tourists for their vessels which sail every Wednesday from Pier 14, North River, New York, furnishing free transportation to Philadelphians to New York over the Pennsylvania Railroad Company's line. The handsome accommodations and the splendid cuisine make this one of the favorite transatlantic lines for travelers.

Ericsson Line.—Persons coming from Baltimore to Philadelphia or returning thither and having a few hours' time at their disposal will not likely regret occasionally taking the journey by the Ericsson Steamboat Line, properly titled the Baltimore & Philadelphia Steamboat Company. The steamers are large and have greatly improved passenger accommodation. There are handsome saloons, richly upholstered and furnished; large, airy dining rooms, in which choice meals are finely served; smoking rooms and elegantly furnished state rooms. There are also separate apartments for second-class passengers, who are not allowed on the saloon decks, and there is a deck officer whose especial duty it is to look after the comfort and attend to the wants of the passengers. The steamers of this line are lighted throughout by electricity and heated by steam. The vessels leave each port daily, except Sunday, at 5 p. m., arriving at their destination early next morning. Recently, in compliance with a popular demand, the Ericsson Line decided to change the time of sailing their steamer General Cadwalader to mornings, leaving Baltimore on Mondays, Wednesdays, and Fridays, and Philadelphia on Tuesdays, Thursdays, and Saturdays. This is to accommodate those who wish to enjoy the experience of passing through the Chesapeake and Delaware Canal by daylight. This line touches at Betterton, the famous fishing grounds.

The Clyde Line Steamship Company.—For more than half a century the name of Clyde has been associated with American commerce. Three generations of the family have devoted their lives to the development of the great company which bears their name, and which to-day owns some of the finest steamships afloat in American waters. The founder of the house, Thomas Clyde, was a co-worker with the late John Ericsson, of Monitor fame, in the invention and application of the screw propeller to steam vessels; it was he who built the first screw steamer ever constructed in the United States for commercial purposes—the John S. McKim; and he was also one of the originators and owners of the first line of propellers, the Ericsson Line, which to-day has a service between Philadelphia and Baltimore. It was the John S. McKim, which, by the way, was a twin-screw ship, that conveyed Col. Jefferson Davis and his regiment of Mississippi troops to the Mexican War from New Orleans. It was also a Clyde steamship, the Rebecca Clyde, which brought Jefferson Davis, then the fallen President of the Confederacy, a prisoner from Savannah to Fortress Monroe, in 1865.

At the present time the Clyde Steamship Company has lines of steamers running between Boston, New York, Philadelphia, Baltimore, Washington, Norfolk, New Berne, Richmond, Troy, Albany, Wilmington, N. C.; Georgetown, S. C.; Charleston, S. C.; and Jacksonville, Fla.; and on the St. John's River, between Jacksonville, Palatka, and Sanford, and intermediate landings; also between New York and Turk's Island, Hayti, and San Domingo, and other West India ports. Their line between New York and Charleston and Jacksonville comprises the steamers Iroquois, Cherokee, Algonquin, Seminole, Yemassee, and Delaware, which sail from the company's wharves, Pier 29 East

River, on Mondays, Wednesdays, and Fridays. The Clyde Company's ships are noted for their elegant appointments, strength of construction, and great safety. Their southern voyages during the winter months are boons which thousands of Americans enjoy each year.

New York & Albany Day Line.—When those visitors to Philadelphia who have completed their stay and intend to go on to New York sight-seeing, a trip up the Hudson River will be found enjoyable. The journey up the famous Hudson is undoubtedly the most interesting and picturesque inland voyage in the United States. It has been described and re-described, however, until the task of investing an account of its varied and beautiful scenery with any flavor of novelty has become utterly hopeless. But its attractions, though stale in narrative, are perennially charming to the actual sense, and the point of view afforded by the palatial steamers New York and Albany of the Day Line is an ideal one. These magnificent boats are unique in one feature, which will be appreciated by tourists: Being designed for day service and tourist purposes only, they carry no freight whatever, save personal baggage of passengers. Thus the lower forward decks and other desirable points of view, customarily monopolized by unappreciative packages of merchandise, are open to passengers, and the fittings and accommodations of the craft throughout are enabled to be of a more light and elegant order, and are upon a more uniformly sumptuous plan than is usually possible. Veritable pleasure boats, every suggestion of toil is banished from their decks, and the holiday atmosphere engendered by external circumstances and a happy purpose is thus subtly maintained. The material details of the New York may serve to substantiate the above purely sentimental advantages. A length of 311 feet, a breadth of 74 feet, and a tonnage of 1,550 gross tons are some of the facts of this idealized craft. An engine of 3,850 horse-power propels the New York, through the instrumentality of her "feathering" paddle wheels, at the rate of twenty-five miles an hour, with scarcely any of the jar or tremor common to boats having the usual form of paddle. A capacious glass-inclosed dining room at the stern affords an unimpeded view of the scenery during meals, while numerous private parlors enable exclusive tourists to combine a selfish retirement with full appreciation of the panorama of the journey. The scenery of the Hudson, as a modern civilization, lacking time to pronounce the leisurely Indian name of "Cohohatatie," styles this noble river, at once allures and impresses, like the bill of fare of a first-class restaurant. There is no region of country in the world which so abounds in the picturesque. From the time the boat leaves its pier in sultry and commercial New York, until it arrives at Albany, two superb panoramas of varied beauty are unrolled on either side of the embarrassed tourist, who is thus afflicted with the unusual annoyance of having just twice as much as he can profitably enjoy. As one who traverses a street of cheap clothiers between a cross-fire of competitive solicitation, the tourist is distracted by the contesting claims of the somberly magnificent palisades on the one hand, and that smiling and courte-

san-like country on the other, into the bosom of which New York's millionaires pour their wealth in the form of summer palaces, with more heathful results than old Adam's imagination supplied to such commerce. At famous West Point, the national incubator for the rearing of our country's army, the interest is forced for a time by the unfair exercise of military power to the left bank, where the beauties of the picturesque spots are somewhat coyly revealed. At Poughkeepsie it is maintained in an even balance by the attractions of the great bridge which spans the river at this point at an altitude not less than that of the celebrated Brooklyn Bridge, with perhaps a slight preponderance of sentiment toward the fortunate shore which bears Vassar College and its population of 350 young ladies. From Rhinebeck to Catskill it is again attracted to the left bank, where the eastern outposts of the Catskill Mountains, long seen as a noble background to more trivial beauties, begin to go into definite particulars about themselves. As the afternoon draws to its close, and the steamer sweeps into its wharf at Albany, the tourist is conscious of having passed a day well spent, for behind the merely sensuous charm of this most interesting voyage the thoughtful traveler sees also a parallel train of historical association scarcely less fascinating.

Railroad Cabs and Vehicles.

Location and Schedules.—As noted before, the railroads have provided vehicles for those who prefer them to omnibuses or trolley cars. These hansoms and cabs are leased to the driver in charge, and are always to be had at the stands in or by the depots, and may be ordered by telephone to any point desired. These vehicles are intended for local city travel, and can not be hired for pleasure driving through the parks or for visits to cemeteries. While there is a strict schedule of charges for the use of hansoms or cabs, the schedules are by the hour or by the mile, and it is highly important that this question be settled by the patron before starting, as is optional, unless going to more than two addresses, when an hour rate is imperative, since if no agreement is made beforehand, the driver is privileged to charge by the trip or mile.

Rules to follow.—To avoid disputes with the drivers, passengers should compute the whole distance traveled in squares—allowing ten squares to the mile—and multiply by the rate per mile for the services rendered, being careful to consider the number of addresses served.

Patrons who order vehicles to call at their addresses will be required to pay one-half rates for the calls and full rates for the services—except within a radius of four squares from the Broad Street Station, in which case no charge will be made for calls. In ordering by telephone or messenger, patrons should state whether they desire the service by the hour or trip. If by the trip, and

driver is kept waiting fifteen minutes at the address called to, he will charge at the hour rates.

The head of the cab service suggests that, in case of controversy between patron and driver, and to save time and trouble, the passenger take the number of the vehicle and hour of the day; also, pay the charges as computed by the driver, and forward statement of the facts to Superintendent of Cab Service, who will give the complaint proper attention.

Pennsylvania Railroad.—The limits of the service north is Cambria Street; south, Snyder Avenue; east, the Delaware River; and west, 50th Street. In case of an emergency, when a passenger is desirous of using one of the vehicles of this service to go to a point beyond the limits (provided said point is not a cemetery, Fairmount Park, or outside of the city limits), they should give notice of such intention or desire to the Assistant Superintendent of Cab Service, at Broad Street Station (cab-stand), who will direct the driver accordingly. The extra rate to be charged for service to be performed beyond the regular limits will be upon the basis of double the amount for like service in the regular limits.

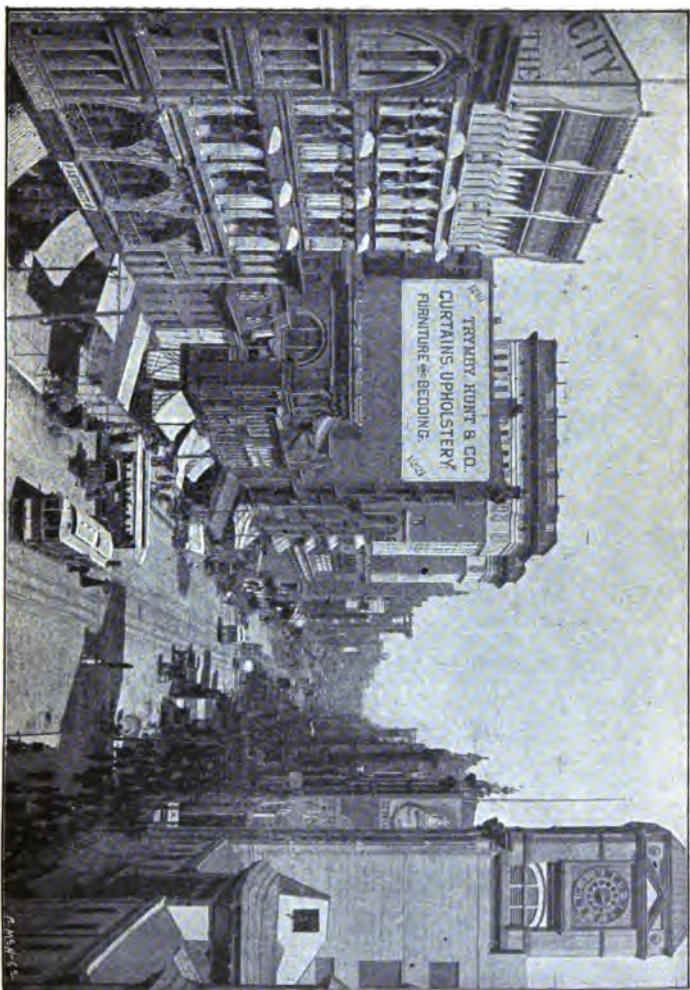
Charges.—The rates charged by the Pennsylvania Railroad Company service is as follows, those of the other corporations being practically the same:

Hansoms.—*By the Trip.*—One mile and one-half or less, to one address, one or two persons, 25 cents; one mile and one-half or less, to two addresses, one or two persons, 50 cents; each additional mile or fraction thereof, 15 cents. *By the Hour.*—For the first hour or fraction thereof, one or two persons, 65 cents; for each additional hour, one or two persons, 65 cents; for each additional quarter hour or less, one or two persons, 20 cents.

Trunks are not carried on hansoms.

Four-Wheel Cabs.—*By the Trip.*—One mile and one-half or less, to one address, one or two persons, 40 cents; one mile and one-half or less, to two addresses, one or two persons, 70 cents; each additional passenger, 10 cents; each additional mile or fraction thereof, one or four persons, 20 cents. *By the Hour.*—For the first hour or fraction thereof, one or four persons, 75 cents; for each additional hour, one or four persons, 75 cents; for each additional quarter hour or less, one or four persons, 20 cents.

For each trunk carried on a cab there is a charge of 25 cents. On every valise carried on top the cab a charge of 10 cents is made. Valises taken inside the vehicle are carried free. Only two trunks are allowed on a cab.



MARKET STREET.--Looking East from City Hall.

Hotel Lafayette

Cor. Broad and Chestnut Streets,

Three minutes' walk from Broad Street
Station, Pennsylvania Railroad.)

PHILADELPHIA.

**LIBERALLY MANAGED ON THE
AMERICAN AND EUROPEAN PLANS.**

Cuisine Appointments and Service Unsurpassed

Closed June 1, 1895, for Extensive Alterations.

Will be open after September 15, 1895.

Refurnished throughout, new Electric Light Plant, new Sanitary Plumbing, Steam Heat, Refrigerating Plant, and all modern improvements, including two new Passenger Elevators.

LOUIS H. SMITH.

Other Public Vehicles.

Cabs and other carriages may be had by application to the American District Telegraph Companies, for which regular scheduled rates are charged. There are also public hack-stands at most of the large hotels. But wherever a public conveyance is hired, it is essential, in order to avoid any possible unpleasant controversy with the driver, to have beforehand a clear understanding as to the amount to be paid. This is quite as necessary a caution to those who use these vehicles during the day as to those who employ them at night.

Hotels.

Philadelphia hotels, as a class, can not be surpassed anywhere for comfort, convenience, elegance of appointments, or excellence of service. Because of the practical centralization of the great business houses, and other potent reasons, the larger number of the most important hotels are grouped within a comparatively constricted area, but owing to the admirable and easily understood system in which the street cars are run, the visitor experiences little or no inconvenience therefrom. As in most other large cities the hotels are run on three plans: American, European, and Combination.

The American Plan.—At these hotels, rooms, meals at stated hours, and attendance are furnished at rates varying from \$1.50 to \$5 a day. Unless understood at time of registering, the charge begins with the meal supposed to be spread at the time. Thus an arrival at 9 o'clock at night is charged for supper, unless, when the name is placed on the book, the clerk is instructed to note breakfast instead. The same rule holds good for departing guests, so that if a traveler does not intend to remain until supper the clerk must be notified to close accounts immediately after dinner. The principal hotels in Philadelphia on the American plan, with the rates charged, are as follows:

Bingham House, Market and 11th Sts.—\$2.50 per day. East on Market from Broad, east on Chestnut from 24th to 11th, north one square to Market.

Continental, Chestnut and Ninth Sts.—\$2.50 to \$4.50 per day. South on Broad or 12th, one square to Chestnut, east on Chestnut to Ninth.

Girard House, northeast corner Ninth and Chestnut Sts.—\$3 per day. Route same as to preceding hotel.

[NOTE.—For the convenience of strangers the direction to each hotel is given from the railroad station. Thus, in going to the Continental Hotel, for instance, it is noted that the traveler by the Baltimore & Ohio will go east on Chestnut to Ninth, the location of the hotel, while an arrival by the Pennsylvania or Philadelphia & Reading, will go east on Market to Ninth, and south on that thoroughfare to Chestnut, on which the hotel fronts.]

Hotel Du Pont, 250 South Ninth St.—\$2 per day. East on Chestnut from 24th to Ninth, south two and one-half squares, east on Market from Broad or 12th to Ninth, and south three and one-half squares.

Hotel Hanover, 12th and Arch Sts.—\$2.50 per day. From Baltimore & Ohio Depot, east on Chestnut from 24th to 12th, north on 12th to Arch. From Pennsylvania Depot, east on Market to 12th, north to Arch. From Reading Terminal, exit on 12th, north to Arch.

Irving House, 915 Walnut St.—\$2 to \$2.50 per day. East on Chestnut from 24th to Ninth, south one square to Walnut, a few doors west, north side, east on Market from Broad to Ninth, south three squares, etc.

The Linden, Main and Coulter Sts., Germantown.—\$2 to \$3 per day. Pennsylvania or Reading Road to Cheltenham Avenue Station. From former People's Line east to Germantown Avenue, transfer south to Coulter. From latter, People's car west to Germantown and transfer south. Germantown Branch People's Line (Pelham or Chestnut Hill cars) north on Eighth to Coulter Street.

Mansion House, 621 Arch St.—\$2 per day. East on Chestnut to Seventh, north two squares, east a few doors on Arch. Market from Broad, east to Seventh, one square north to Arch, etc.

Palmer House, 1607 Chestnut St.—\$2 per day. East on Chestnut from 24th to hotel. South on 15th from Pennsylvania Railroad Depot one square to Chestnut, west on Chestnut one square, to beyond 16th, north side.

St. Elmo, 317 Arch St.—\$2 per day. East on Chestnut from 24th to Third, north to Arch, west of Third, east on Market from Broad to Third, north to Arch.

European Plan.—The hotels on the European plan are usually patronized by those whose business or inclination keep them away from the hostelry the whole or the greater part of the day, and who do not care to pay for meals they do not attend. Hotels on the European plan provide rooms ranging from 50 cents to \$3 or more a day, according to the location or the manner in which they are fitted up. The most noteworthy of this class of hotels are:

Bellevue, northwest corner Broad and Walnut Sts.—\$2 and upward. From 24th and Chestnut, east to Broad, south one square. South on Broad from Pennsylvania Railroad Depot two squares. From 12th and Market, west to Broad, south two squares.

Dooner's, 23 South 10th St.—\$1 to \$1.50 per day. Ladies not received even when attended by husbands or relatives. From 24th and Chestnut, east to 10th, north half a square, east side. East on Market, from Broad to 10th, south half a square, east side.

Green's, Chestnut and Eighth Sts.—\$1 to \$1.50 per day. East from 24th and Chestnut. East on Market from Broad to Eighth, south to Chestnut.

Guys, Seventh and Chestnut Sts., east on Market from Broad to Seventh, south to Chestnut, east on Chestnut from 24th.

Hotel Vendig, Market and 12th Sts.—\$1.50 to \$2.50 per day. Across the street from Reading Terminal. East on Market from Broad, east on Chestnut from 24th to 12th, north one square.

Keystone, 1524 Market St.—50 cents to \$1.25 per day. Market, west of 12th, east on Chestnut from 24th to 16th, north to Market a few doors east.

Stratford, southwest corner Broad and Walnut Sts.—Special rates. East on Chestnut from 24th to Broad, south one square, west on Market from 12th to Broad, south two squares.

Stenton, Broad and Spruce Sts.—\$2 a day and upward. From 24th and Chestnut, east on Chestnut to Broad, south on Broad two squares. From Pennsylvania Railroad, south on Broad, three squares. From Reading Terminal, south on 12th, one square to Chestnut, west two squares to Chestnut, south two squares to Spruce.

Waverly, 15th and Filbert Sts.—50 cents to \$3 per day. East on Chestnut from 24th to 15th, north one and one-half squares. Broad St. Station, leave Filbert St., exit hotel opposite Terminal, exit on 12th St., north one-half square to Filbert, west to 15th.

Zeisse's, 820 Walnut St.—\$1 to \$2 per day. East on Chestnut from 24th to Ninth, south one square to Walnut, east to hotel on south side, east on Market from Broad to Ninth, south two squares to Walnut, east to hotel.

Hotel Walton, Broad St., below Locust St.—\$1.50 and upward. South on 12th from Reading Terminal, one square to Chestnut, west two squares to Broad, south two and one-half squares, east side to Locust.

Combination Plan.—Hotels run on the combination plan furnish either rooms without meals and general attendance, as on the European plan, or give service on the American plan, according to the expressed desire of the guest on registering. The chief hotels in Philadelphia operated in this manner are the

Aldine, 1904 Chestnut St.—American plan, \$3.50 per day and upward; European plan, \$1.50 per day and upward. From 12th and Market, west to 19th, one square south to Chestnut, east on Chestnut from 24th.

Colonnade, Chestnut and 15th Sts.—American plan, \$3.50 per day and upward; European plan, \$1 per day and upward. East on Chestnut from 24th. From Pennsylvania Railroad Depot exit on 15th, south one square. From 12th and Market, south on 12th one square to Chestnut, west three squares to 15th.

Hotel Brunswick, 40 North Broad St.—American plan, \$2 per day; European plan, 75 cents to \$1.50 per day. East on Chestnut, from 24th to Broad, north through City Hall one square and a half, west side. Broad Street Station, Filbert St. exit, east on Filbert a few doors. From Reading Terminal, 12th St. exit, north to Filbert, west three squares to Broad.

Hotel Lafayette, Broad and Sansom Sts.—American plan, \$3 to \$4 per day; European plan, \$1 to \$2 per day. East on Chestnut from 24th to Broad, south half a square; Broad Street Station, south on Broad one and one-half squares; from Reading Terminal, south on 12th to Chestnut, west to Broad, south one-half square, west side.

Ridgeway, Delaware Avenue and Market St.—American plan, \$2 per day; European plan, \$1. Opposite Market Street Ferry. From 24th and Chestnut north to Market one square. Market Street cars east to terminus. Broad Street Station and Reading Terminal east on Market Street cars.

Rittenhouse, 22d and Chestnut Sts.—American plan, \$4 per day; European plan, \$2 per day. From 24th and Chestnut streets east to east side Schuylkill. From Reading Terminal or Broad Street Station, west on Market Street cars to 21st or 22d, south one square.

St. Albans, Second and Walnut Sts.—American plan, \$2 per day; European plan, \$1 per day. From 24th and Chestnut east on Chestnut to Second, one square south to Walnut. From Broad Street Station or Reading Terminal east on Market to Second, south two squares.

St. Charles, 60 North Third St.—American plan, \$1.50 per day; European plan, 50 cents to 75 cents per day. East on Chestnut, from 24th to Third, north one and one-half squares; east on Market from Broad to Third.

Windsor, 1217 Filbert St.—American plan, \$2 to \$2.50 per day; European plan, \$1 to \$1.50 per day. East on Chestnut, from 24th to 12th, north on 12th two and one-half squares to Filbert, west on north side; Broad Street Station exit on Filbert, west two squares; Reading Terminal exit on 12th, one-half square north, west to hotel.

Some of the More Prominent Hotels.

For the better information of visitors the following additional information is given regarding some of the more prominent hotels:

The Continental has long been one of the famous hotels in the country. It has sheltered many great Americans, among them several presidents and statesmen; in addition, numerous distinguished foreigners have been entertained here. The Continental is a most substantial building, with no ginger-bread work in any of its parts; all its decorations are rich and what they appear to be. Parlor C, a large and handsome apartment, has been the scene of many important social and political gatherings. This hotel is only three squares from Independence Hall, and is complete in all modern appointments.

The Girard House, which is directly opposite the Continental, is another hotel having a very high reputation, its appointments, cuisine, and other fine features making it almost, if not quite, as well



THE HOTEL WALTON.
Corner Broad and Locust Streets.

The Hotel Walton

CORNER BROAD AND LOCUST STREETS



PHILADELPHIA



This new and beautiful hotel — a picture
of which is presented on the preceding page —
is one of the largest hotels in this city.
It is ten stories high, containing 415 rooms —

POSITIVELY FIREPROOF —

and built in exquisite Renaissance style
and is . . .

**Elegantly Furnished and
Luxuriously Appointed.**

The Most Perfect Restaurant in this City

**AMERICAN AND
EUROPEAN PLANS**

Situated near all the leading Theaters and
very convenient to Railroad Stations.

STAFFORD, WHITAKER & KEECH
Proprietors

known as its distinguished neighbor. It stands directly opposite the post office.

Green's.—This natty little hotel is at Chestnut and Eighth streets, and is largely patronized by business men. Formerly ladies were not entertained under any conditions, but now are admitted, whether alone or with their husbands or relatives. There are elegant restaurants for ladies and for gentlemen attached to this hotel.

The Aldine.—At the time of writing the Aldine is closed and will not be reopened until sometime in the autumn of 1895. The present building, which is the old residence of John Rush, founder of the Ridgeway Library, is to be torn down, with the exception of the front walls, and a magnificent steel structure extending 235 feet back to Sansom Street is to be erected in its place. The new hotel is to be sumptuously fitted and furnished, and many novel features introduced. It is to be run on the combination plan.

The Colonnade is another hotel with a national reputation. It derives its name from Colonnade Row, a series of handsome dwellings which occupied this site many years ago, and which were celebrated for their curious and unique appearance. The hotel was built by John Crump, a well-known architect and builder, and into the work he put all his knowledge and skill. It has recently been remodeled. This house is noted particularly for the excellence of its cuisine.

Lafayette.—The Lafayette Hotel is probably one of the largest hotels in the city at present. It fronts on Broad Street and extends from Chestnut to Sansom Street. But, although apparently perfect in its appointments and sumptuous in its interior decorations, the present owner is not satisfied and the hotel will be closed from June to September, 1895, during which time between \$100,000 and \$200,000 will be expended in improvements.

Bellevue.—The Bellevue Hotel is not a large edifice, but is one of the best known hotels in the city. It is famous for its cuisine, and two of Philadelphia's world-renowned dining clubs, the Clover and the Five O'clock Clubs, hold their meetings here. The greater number of other notable banquets also take place at this hotel. It is also the gathering place for theater and opera parties. The Bellevue, further, is the rival of the Continental in entertaining great men. De Lesseps, Matthew Arnold, and other European notables have stopped here. The dining room of the Bellevue is so arranged by a series of screens that it can be used as one large or many small dining apartments.

The Stratford.—A commodious hotel which is largely patronized

by families who are remaining for some time in the city; and its parlors are frequently made use of by wedding parties in which to hold receptions. A feature of this hotel also is its excellent cuisine, which is served in a handsome apartment opening with a large conservatory and a Turkish room, fitted up in oriental style, in which gentlemen may smoke and drink coffee with lady guests. The rooms of this hotel are unusually spacious.

Hotel Walton.—This place of entertainment at Broad and Locust streets, originally called Hotel Metropole, had been open but a short time before it made a wide reputation for the fine accommodations it afforded. The necessity for enlargement was immediately felt, and a large addition was erected on the north side, which was completed late in the autumn of 1895. The hotel then became the Hotel Walton, run on the combination plan at the following rates: European, \$1.50 a day up; American, \$3.50 up. This is the finest addition to Philadelphia's hotels, was opened in February, 1896, and ranks among the most palatial hotels in the world. It is of pleasing architecture, fire-proof, and contains all structural and sanitary improvements, while its furnishing, table, and service are of the highest order.

Bingham House.—For many years the Bingham House has been a favorite place of entertainment. Commercial men especially favor it, and fully two-thirds of the patronage of this house comes from this useful class of citizens. They, as well as the others who stop at the Bingham House, do so because of the reasonable rates charged and the excellent character of the cuisine.

The Rittenhouse.—This elegant house, at 22d and Chestnut streets, until recently was a high-class family boarding house, conducted on the principle that the Aldine was. It is now among the best hotels on the American plan.

Hotel Stenton.—A new hotel at Broad and Spruce streets, run on the European plan. It is an entirely fire-proof building and possesses elegantly furnished rooms.

Hotel Hanover.—This is a large and elegantly appointed hotel, at 12th and Arch streets, and is conducted on the American plan. Although but recently opened it is already widely known for the excellence of its table and the comfortable appointments of the rooms.

Restaurants.

Philadelphia is well supplied with restaurants, and they are so widely scattered over the whole city that no one need go hungry more

than a few minutes before finding a neat and comfortable place in which to satisfy the appetite. Owing to the peculiar conditions of Philadelphia life there are not many restaurants run on the magnificent scale that may be seen in some other cities, notably New York. There are, however, a few which, for cuisine and for sumptuous and unique furnishings, are not equaled anywhere in the country. A few of these are here noted.

Charles W. Soulas' Rathskeller and Restaurant.—This famous place is on the ground floor of the Betz Building, on the east side of Broad Street above Chestnut, and opposite City Hall. In many respects this establishment has no equal in the country; there are three separate styles of apartments exclusive of the Rathskeller: One, magnificently decorated and furnished, is exclusively for the use of ladies, or ladies with gentlemen escorts; gentlemen alone are excluded from this apartment. Attached is a sumptuously fitted toilet room with a lady's maid in attendance, to mend rents in dresses or other apparel and to attend to other wants of the lady patrons. A second restaurant is for gentlemen where no smoking is allowed, and a third where lovers of the weed may enjoy themselves. Here is also a reading room where files of all the principal newspapers of this country and Europe are kept. The Rathskeller is patterned after similar concerns in Germany. Table d'hôte is served from 12 to 3 o'clock for 50 cents.

G. A. Soulas' Fifth Street Restaurant and Rathskeller is on Fifth Street above Chestnut, west side, and is a favorite resort for business men. Tables are on the first floor in two rooms, in which also are drinking bars and cigar stands. On the second floor are restaurants for ladies and gentlemen. This restaurant was, until recently, known as Reisser's restaurant. Meals are served here by price card only.

Boldts' Restaurant.—The proprietor of the Bellevue and Stratford has a fine restaurant which occupies the whole of the eighth floor of the Bullitt Building, 133-143 South Fourth Street. A notable feature of this restaurant is the Grill Room. Here various meals are displayed in glass show cases, and a customer chooses what price he likes best and has it cooked in the room before him, by a chef who does nothing else. There are also ladies' dining rooms, a cafe, and other apartments where men may smoke after their meals. Ladies patronize the Grill Room. The cafe is for men only. Table d'hôte is served for 50 cents.

Boothby's.—On Chestnut Street, near 13th, is another high-class restaurant. It occupies two floors, the second being used for ladies and gentlemen, and the first for the latter only. Boothby's is famous for the superiority of and the manner in which oysters are cooked and served. Boothby's fried oysters particularly have a widespread fame.

Boarding Houses and Furnished Rooms.

Among the names which have been applied to Philadelphia, is the one of "City of Homes." This is due in a great measure to the fact that a large proportion of the families constituting the population of Philadelphia, instead of living in flats or hotels, occupy, each, dwellings owned or rented by them. This characteristic of the people, rendered possible by the comparatively unrestricted area of the city, constitutes a charm which leaves an indelible impression on all who have had the pleasure of experiencing the hospitality of one of these family circles. Some of the occupants of these homes, through restricted means or other reasons, find it expedient to receive a boarder or two. In such cases, whether the dwelling and its interior arrangements are humble or pretentious, there is the attractiveness of home for the stranger. Even where the "keeping" of boarders is taken up as a regular business, the homelike air is found to a marked degree. This characteristic of Philadelphia boarding-houses renders them famous all over the country. Very many visitors who intend remaining in the city for some time, prefer the unconventional home surroundings of Philadelphia boarding-houses to the more formal hotel life. There are an abundance of such places to choose from. The business directory contains more than 600 of them, and a little search will develop what is wanted in the way of accommodations. From \$5 to \$10 a week will provide good boarding-houses, though accommodations may be had for less as well as more money. In beginning the search for boarding places, and particularly for furnished rooms, it would be advisable to scan carefully the advertising columns of the *Public Ledger*, the paper which was under the control of that great philanthropist, Mr. George W. Childs, until his death. Owing to the great area of the city, and the fact that good boarding-houses are to be found in almost every section of it, it is impossible to locate any particularly. For those who wish to be installed in the center of the city, and can afford to pay a fair price, most of the establishments on Arch,

Chestnut, Spruce, and Pine streets are reliable. Where a short distance is no objection, West Philadelphia, Germantown, or Chestnut Hill will be found particularly desirable situations in which to locate. The two last named are particularly attractive places, and the facilities for reaching Chestnut Street are abundant, comfortable, and speedy. The Reading and the Pennsylvania railroad companies both have lines through Germantown to Chestnut Hill. The People's Traction Company run trolley cars every minute or two to the last-named place, and the Philadelphia Traction Company have a line to the upper part of Germantown. One hour by steam and one hour and twenty minutes by trolleys are the times to Chestnut Hill. Nearly every proprietor of a first-class boarding-house will require references. This is an essential protection, not only for the proprietors, but the applicants as well, and therefore no offense ought to be taken.

Furnished Rooms.—As in the case of those who prefer hotels on the European plan to those on the American system, so there are many who prefer to rent furnished rooms in a lodging house and take their meals at a restaurant, rather than secure quarters in a regular boarding-house. Such places are naturally much more abundant than boarding-houses, and a seeker for furnished rooms, go where he will, can not fail to find them within a very short time. It seems, however, almost unnecessary to caution strangers, particularly ladies, to exercise the utmost caution in regard to this matter, and under no circumstances to close an agreement with the person renting until full inquiry has been made regarding the character of the place. To this, respectable lodging-house keepers can make no objection; indeed, would, if informed of the intention to make such an investigation, gladly agree. Inquiry such as is urged is necessary, because many objectionable persons live a lodging-house life, and it is not uncommon to find houses, wherein everything is conducted properly, in which there are but few others than this class of the city's population. Furnished rooms can be had from \$1 to \$10 per week. A handsome and well-appointed apartment, with bath privileges, can be had for from \$4 to \$5 per week. In most of the lodging houses the rented rooms are cared for by the keeper.

II.

GETTING ABOUT PHILADELPHIA.

Although Philadelphia is twenty-two miles long and nearly six miles wide, it is comparatively an easy matter for strangers to go from point to point without danger of being lost. This is largely due to the simple plan on which the streets generally are mapped out and the houses numbered. With the exception of one or two districts of small area away from the center of the city, and Kensington, Philadelphia is laid out like a chess-board, with the streets extending north and south from Market Street, and from the Delaware River westwardly at almost equal distances apart. Those running north and south are numbered, and those extending west are named. The numbered streets begin on the east, or Delaware River side, and in only two instances are the numerical titles dropped for named ones—Front for First Street, and Broad for 14th.

As Market Street, one of the westward running, is, theoretically speaking, considered the center of the city, that part of the town lying above it is termed North Philadelphia, and that located below is designated as South Philadelphia. Thus the buildings fronting on the numerically named streets are numbered in a rising scale, both north and south from Market, and the corresponding figures in the north and south are maintained at almost equal distances apart. Thus, No. 400 north and No. 400 south would be four squares, or about half a mile, above or below Market Street. The blocks between the main intersecting streets are called squares, and are nearly, though not quite, square, as each northward or southward extending line is a little longer than the one running westward. As a result, in reckoning distances by squares, about eight in traveling along the numerically named streets constitute a mile, and ten along the named thoroughfares. Each square is supposed to contain 100 buildings; thus, whether or not this is the case, every new square begins with another hundred, the odd numbers being placed on the

north side and the even ones on the south side of named streets, and along the numerically named streets on the east and west sides respectively. Thus, no matter where a person may be on a named street running from the Delaware to and beyond the Schuylkill, the numbers on the houses will give instant and accurate information as to his whereabouts. For instance, 1014 Chestnut Street would be between 10th and 11th; or, to explain in another manner, if a person on Chestnut, or any of the streets running parallel with it, wished to go to 10th Street and saw that the numbers were in the thirteen hundreds, he would have to walk between two and three squares with the descending numbers, until number 1000 was reached. Or, supposing him in the same spot with a desire to go to 21st Street, he would only have to follow the ascending scale of numbers eight squares, where the house numbers show the completion of the twenty hundreds.

In going north or south, along the numerically named streets, while each square is numbered in the same manner, memory or a table must be brought into play. For those who wish to go only four or five squares north or south, the following old rhyme will be found convenient to commit to memory :

“ Market, Arch, Race, and Vine,
Chestnut, Walnut, Spruce, and Pine.”

The first line of the couplet indicates the first four main westward streets north, and the second those south, of Market.

Street Numbers.

The street numbers north and south are located as follows :

NORTH OF MARKET.*

- 1—Market, Filbert, Commerce, Church.
- 100—Arch, Cherry.
- 200—Race, New, Branch.
- 300—Vine, Wood.
- 400—Callowhill, Willow, Noble, Margaretta.
- 500—Buttonwood, Spring Garden
- 600—Green, Mt. Vernon, Wallace, Mellon.
- 700—Fairmount Ave., Olive.

SOUTH OF MARKET.

- 1—Market, Jayne, Merchant, Minor.
- 100—Chestnut, Sansom, Library, Dock.
- 200—Walnut, Locust.
- 300—Spruce, Union.
- 400—Pine.
- 500—Lombard, Gaskill.
- 600—South, Kater.
- 700—Bainbridge, Monroe, Fitzwater, German.

* Streets named after the first in each line are short thoroughfares, seldom or never extending from river to river. They are called sub-square streets.

NORTH OF MARKET.

800—Brown, Parrish, Ogden.
 900—Poplar, Laurel, Beaver, George.
 1200—Girard Ave., Stiles.
 1300—Thompson, Seybert.
 1400—Master, Sharswood.
 1500—Jefferson.
 1600—Oxford.
 1700—Columbia Ave.
 1800—Montgomery Ave.
 1900—Berks.
 2000—Norris.
 2100—Diamond.
 2200—Susquehanna Ave.
 2300—Dauphin.
 2400—York.
 2500—Cumberland.
 2600—Huntingdon.
 2700—Lehigh Ave.
 2800—Somerset.
 2900—Cambria.
 3000—Indiana.
 3100—Clearfield.
 3200—Allegheny Ave.
 3300—Westmoreland.
 3400—Ontario.
 3500—Tioga.
 3600—Venango.
 3700—Erie Ave.
 3800—Butler.
 3900—Pike.
 4000—Luzerne.
 4100—Roxborough.
 4200—Juniata.
 4300—Bristol.
 4400—Cayuga.
 4500—Wingohocking.
 4600—Courtland.
 4700—Wyoming Ave.
 4800—London.
 4900—Rockland.
 5000—Ruscomb.
 5100—Lindley, Wynne.

SOUTH OF MARKET.

800—Catharine, Queen.
 900—Christian, Marriott.
 1000—Carpenter.
 1100—Washington Ave., Ellsworth.
 1200—Federal.
 1300—Wharton.
 1400—Reed.
 1500—Dickinson, Greenwich.
 1600—Tasker, Sylvester.
 1700—Morris, Watkins.
 1800—Moore, Siegel.
 1900—Mifflin.
 2000—McKean.
 2100—Snyder Ave.
 2200—Jackson.
 2300—Wolf.
 2400—Ritner.
 2500—Porter.
 2600—Shunk.
 2700—Oregon Ave.
 2800—Johnston.
 2900—Bigler.
 3000—Pollock.
 3100—Packer.
 3200—Curtin.
 3300—Geary.
 3400—Hartrauft.
 3500—Hoyt.
 3600—Avenue 36 South.
 3700—Avenue 37 South.
 3800—Avenue 38 South.
 3900—Avenue 39 South.
 4000—Avenue 40 South.
 4100—Avenue 41 South.
 4200—Avenue 42 South.
 4300—Avenue 43 South.
 4400—Avenue 44 South.
 4500—Avenue 45 South.
 —Government Ave.
 —Schuylkill Ave.
 —League Island.

Between Poplar and Girard avenues there is a gap of three squares, in which there are no main avenues reading from the Delaware to the Schuylkill. The distance, as may be seen by subtracting between 900 Poplar and 1200 Girard Avenue, is about three-eighths of a mile.



THE PENN MUTUAL LIFE INSURANCE COMPANY,
921-925 Chestnut Street.

GREEN'S HOTEL,

Corner Eighth and Chestnut Sts.

PHILADELPHIA.

FOR LADIES AND GENTLEMEN.

European Plan.



**TWO HUNDRED AND FIFTY ROOMS
AT \$1.00 AND \$1.50 PER DAY.**

**REFRIGERATING PLANT, _____
ELECTRIC LIGHTS, BATHS,
AND ALL MODERN CONVENIENCES.**



**Eighth and Chestnut Street Trolley Cars pass the Hotel
at the Rate of Three per Minute.**

This Hotel is centrally located, and in the very heart of the city, being but one square from the Post Office, and easy of access to all Theaters, Railway Stations, Public Buildings, and Points of Interest.

HEADQUARTERS FOR COMMERCIAL TRAVELERS.

**NEWTON & McDEVITT,
PROPRIETORS.**

Street Car Lines.

The street railway lines, though vast in extent, are yet so simple in plan that their many ramifications are easily explained and soon understood. By an admirable system of passes a passenger can ride to almost any part of the city for 5 cents, or at most, under an exchange arrangement, for 8. All the lines of any size are grouped under three great systems — the Philadelphia Traction, the People's Traction, the Electric Traction — and the Hestonville, Mantua & Fairmount Railway. The Philadelphia Traction does not pass or exchange over any other system than its own; but the People's and the Electric Traction issue passes without extra charge over the greater part of each others' lines. These two also have an 8-cent exchange arrangement with the Hestonville, Mantua & Fairmount, which occupies Arch, Race, and Vine, and a few minor streets.

With few exceptions the cars run north and south, east and west on alternate streets. Tabulated the directions follow:

NORTHWARD BOUND.—On 3d, 5th, 8th, 9th, 11th, 13th, on far North Broad, 16th, 18th, 19th, 20th, 23d, 33d, 38th, and 41st streets.

SOUTHWARD BOUND.—On 2d, 4th, 6th, 7th, 10th, 12th, far South and North Broad, 15th, 17th, 19th, 20th, 22d, 33d, 36th, and 40th.

EASTWARD BOUND.—On Dauphin, Lehigh Ave., Norris, Columbia Ave., Jefferson, Girard Ave., Wallace, Green, Spring Garden, Callowhill, Race, Arch, Filbert, Market, Chestnut, Spruce, Lombard, Bainbridge, Christian, and Morris.

WESTWARD BOUND.—On York, Lehigh Ave., Susquehanna Ave., Columbia Ave., Master, Girard Ave., Poplar, Fairmount Ave., Spring Garden, Callowhill, Vine, Arch, Market, Sansom, Walnut, Pine, South, Catharine, Ellsworth, and Tasker.

Philadelphia Traction.

Market Street Branch.—Down 41st to Market, to Delaware Ave., return same route. Exchange tickets sold for 22d, 19th, 18th, 16th, 15th, 13th, 12th, 9th, 7th, and Haddington. Transfers going east are at 41st, W. on Market to 50th; at 33d, W. on Baring; at 32d, W. on Woodland Ave. to 49th; at 23d, N. Going west, at 23d, N.; at 32d, W. on Lancaster Ave. and W. on Woodland Ave. to 49th; at 41st, W. on Market to 50th; at depot, W. on Haverford to 50th.

Baring Street Branch.—Down Elm Ave. from 44th to 40th, to Fairmount Ave., to 36th, to Baring, to 33d, to Market, to Delaware Ave. Up Market to 33d, to Baring, to 37th, to Fairmount Ave., to 40th, to Ogden, to 41st, to Elm Ave., to 44th. Exchange tickets

same as on Market St. branch. Transfers going east are at 33d, W. on Market; at 32d, W. on Woodland Ave. to 49th; at 23d, N. Going west, at 23d, N.; at 32d, W. on Woodland Ave. to 49th, and W. on Lancaster Ave.

Haddington Branch.—Up Haverford to 67th. Return down Haverford to 65th, to Vine, to 63d, to Market, to 41st. Return on Market to 63d, to Vine, to Haverford, to 41st. Fare to or from points west of 50th to Delaware Ave., 8 cents. Exchange tickets are sold west of 50th, from 41st and Haverford or 41st and Market, to Delaware Ave.; or from Lancaster Ave., at 40th, to Front, or to the Park. Transfers are made east on Vine from 63d; at 41st and Haverford, or 41st and Market, to cable cars; at 40th, on Lancaster Ave. E. or W.

Chestnut and Walnut Streets Division.—*Chestnut Street Branch.*—Down 42d to Baltimore Ave., up 42d to Chestnut, to Front, to Walnut. Up Walnut to 22d, to Chestnut, to 42d. Green signboard shown in day, green light at night. Exchange tickets sold for 23d, 22d, 19th, 18th, 17th, 16th, 15th, 13th, 12th, 11th, 9th, 7th. Transfers going east are at 33d, W. on Woodland Ave. to 49th; at 32d, W. on Lancaster Ave. Going west, at 7th, S.; at Woodland Ave. W. to 49th. On Sundays cars run down 42d to Chester Ave. to 49th; return down Chester Ave. to 42d, to Chestnut, to Front, to Walnut. Up Walnut to 22d, to Chestnut, to 42d.

Forty-ninth and Chester Avenue Branch.—From 49th and Chester Ave.; on Chester Ave. to 42d, to Spruce, to Woodland Ave., to Chestnut, to Front, to Walnut. Up Walnut to Woodland Ave., to Spruce, to 42d, to Chester Ave., to 49th. Blue signboard shown in day, blue light at night. Exchange tickets sold as on Chestnut St. line. Transfer on east trip, N. on 32d and Lancaster Ave., from Chestnut. No cars are run on this line Sundays.

Lancaster Avenue Branch.—Down Belmont to Lancaster Ave., to 32d, to Chestnut, to Front, to Walnut. Up Walnut to 22d, to Chestnut, to 32d, to Lancaster Ave., to Belmont Ave., to Elm Ave. Yellow signboard shown in day, yellow light at night. Exchange tickets sold for 23d, 22d, 19th, 18th, 17th, 16th, 15th, 13th, 12th, 9th, 7th. Transfer going down, E. on Market from 32d; W. on Woodland Ave.; W. on Chestnut from 32d. West trip, at 7th, S.; at Woodland Ave., W.

Thirteenth and Fifteenth Streets Division.—Three branches run on 13th and 15th.

Main Branch.—Down 15th to Jackson, to 13th. Up 13th to Cumberland, to 15th. Exchange tickets sold for Ridge Ave., Wallace, Spring Garden, Market, Chestnut, and Walnut. Transfer going down, at depot, S. on 12th; at York, W.; at Dauphin, E.; at Columbia Ave., E. or W.; at Jefferson, E.; at Master, W.; at Spruce, E.; at Pine, W.; at Bainbridge, E.; at Catharine, W.; at Christian, E.; at Ellsworth, W.; at Tasker, W.; at Morris, E. Going up, at Morris, E.; at Tasker, W.; at Ellsworth, W.; at Christian, E.; at Catharine, W.; at Bainbridge, E.; at Pine, W.; at Spruce, E.; at Spring Garden, W.; at Master, W.; at Jefferson, E.; at Columbia Ave., W.; at Dauphin, E.; at York, W.; at Cumberland, N., to Erie Ave. and Germantown.

Germantown Branch.—From Washington and Wayne Ave.,

Germantown, down Wayne to Pulaski Ave., to Erie Ave., to 15th, to Indiana Ave., to Broad, to Glenwood Ave., to 15th, to Locust, to 13th. Up 13th to Cumberland, to 15th, to Glenwood Ave., to Broad, to Erie Ave., to Pulaski Ave., to Wayne, to Washington. Exchange tickets and transfers are the same as on other branches as far as Locust. Passengers for south of Locust transfer at depot. On Sundays only, cars run over entire route from Washington and Wayne Ave., Germantown to Jackson.

Erie Avenue Branch.—Up 15th to Glenwood Ave., to Broad, to Erie Ave., to 15th, to Indiana Ave., to Broad, to Glenwood Ave., to 15th, and over route of main line.

Spring Garden and Wallace Streets Division.—From 20th and Poplar, on Poplar to 28th, to Brown, to 23d, to Wallace, to Kessler, to Spring Garden, to Franklin. Return on Spring Garden, to 23d, to Hare, to 27th, to Poplar, to Fairmount Park. Exchange tickets sold for Ridge Ave. and Market. Transfer at 20th, S.; at 19th, N.; at 18th, N.; at 17th, S.; at 16th, N.; at 13th, N.; at 12th, S.; at Franklin, N. on 7th and S. on Franklin. West trip, N. on 13th, 16th, 18th, or 19th.

Spring Garden Street Division.—From 29th and Jefferson, down 29th to Poplar, to 24th, to Brown, to 23d, to Wallace, to 22d, to Spring Garden, to Franklin. Up Spring Garden to 23d, to Hare, to 27th, to Poplar, to 29th, to Jefferson. This line does not run on Sunday. Transfer at 20th, S.; at 19th, N.; at 18th, N.; at 17th, S.; at 16th, N.; at 15th, S.; at 13th, N.; at 12th, S.; at Franklin, S.; at 7th, N. West trip, N. on 13th, 16th, 18th, or 19th.

Columbia Avenue and Seventh and Ninth Streets Division.—*Columbia Avenue and Market Street Ferries Branch.*—Down Columbia Ave., to Franklin, to Race, to 7th, to Market, to Delaware Ave. Up Market to 9th, to Spring Garden, to 7th, to Columbia Ave., to 33d. Red Cable car, red light. Exchange tickets sold for Ridge Ave., Spring Garden, Market, 12th, 15th, 17th, 20th. Transfer going down, at 20th, S.; at 19th, N.; at 18th, N.; at 17th, S.; at 16th, N.; at 15th, S.; at 13th, N.; at 12th, S.; at 7th, N.; at Franklin and Oxford, E.; at Thompson, E. Going up, at 7th, S.; at Spring Garden, W.; at Thompson, E.; at Master, W.; at Oxford, E.; at Columbia Ave., N.; on 7th; at 13th, N.; at 16th, N.; at 18th, N.; at 19th, N.; at Ridge Ave., N.

McKean Street Branch—Up McKean to 9th, to Spring Garden, to 7th, to Columbia Ave., to 24th. Down Columbia Ave., to Franklin, to Race, to 7th, to depot. Yellow cable car, orange light. Exchange tickets sold for Spring Garden, Market W.; Walnut, Ridge Ave., on up trip, 12th, 15th, 17th, 20th. Transfer going up are at Federal, E.; at Ellsworth, W.; at Catharine, W.; at Bainbridge, E.; at Pine, W.; at Spruce, E.; at Sansom, W.; at Spring Garden, W.; at Thompson, E.; at Master, W.; at Oxford, E.; at Columbia Ave., N. on 7th; at 13th, N.; at 16th, N.; at 18th, N.; at 19th, N.; at 24th and Columbia Ave., W.; at Ridge Ave., N. Going down, at 20th, S.; at 19th, N.; at 18th, N.; at 17th, S.; at 16th, N.; at 15th, S.; at 13th, N.; at 12th, S.; at Franklin, N. on 7th; at Oxford, E.; at Thompson

E.; at Spruce, E.; at Pine, W.; at Bainbridge, E.; at Catharine, W.; at Federal, E.; at Wharton, W.; at Tasker, W.; at Morris, E.

Spruce and Pine Streets Division.—On Gray's Ferry Road to 23d, to Spruce, to 3d, to Walnut, to Dock. Down Dock to 2d, to Pine, to 22d, to Catharine, to Gray's Ferry Road, to depot. Transfer going up are at Bainbridge, E.; at 23d, N.; at 20th, N.; at 19th, S.; at 18th, N.; at 17th, S.; at 16th, N.; at 15th, S.; at 13th, N.; at 12th, S.; at 9th, N.; at 7th, S. Going down, at 7th, S.; at 9th, N.; at 12th, S.; at 13th, N.; at 15th, S.; at 16th, N.; at 17th, S.; at 19th, S.; at 22d S.; at 23d N. from Pine.

Catharine and Bainbridge Streets Division.—From Belmont and Elm Ave., on Belmont Ave., to Lancaster Ave., to 33d, to Woodland Ave., to Walnut, to 22d, to Bainbridge, to Front, to Catharine, to 23d; to Walnut, to Woodland Ave., to 33d, to Lancaster Ave., to Belmont Ave., to Elm Ave. White signboard during day, red light at night. Transfer going down are: At Market, E.; at Chestnut, E. or W.; at Woodland Ave., W. to 49th; at Spruce, E.; at Bainbridge, S. on 22d; at 20th, N.; at 19th, S.; at 18th, N.; at 17th, S.; at 16th, N.; at 12th, S.; at 9th, N.; at 7th, S. Going up same, N. and S. transfers to 23d; at 23d, S. on Gray's Ferry Road; at Chestnut and Market, W. from 33d; at Woodland Ave., W.; at 33d and Market, N. on Baring Street cars.

Ellsworth and Christian Streets Division.—Up 20th to Ellsworth, to 23d, to Christian, to 7th, to Federal, to Front, to Wharton. Up Wharton to 9th, to Ellsworth, to 19th, to Wharton, to depot. Transfer going east are: At 20th, N.; at 18th, N.; at 17th, S.; at 16th, N.; at 15th, S.; at 13th, N.; at 12th, S.; at 9th, N.; at 7th, S. Going west at 7th, S.; at 9th, N.; at 12th, S.; at 13th, N.; at 15th, S.; at 16th, N.; at 17th, S.; at 18th, N.; at 19th, S.; at 20th, N.

Morris and Tasker Streets Division.—*Main Branch.*—Out Wharton to 22d, to Ellsworth, to 23d, to Callowhill, to 25th, to Green. Down 25th to Hamilton, to 22d, to Christian, to 21st, to Long Lane, to Morris, to Otsego, to Tasker, to 20th, to depot. White sign during day, red light at night. Transfer S. on Point Breeze Ave., from Wharton; at Christian, E.; at Catharine, W. on Gray's Ferry Road; at Bainbridge, E.; at Spruce, E.; at Market, E. or W.; at 16th, N.; at 15th, S.; at 13th, N.; at 12th, S.; at 9th, N.; at 7th, S.

Point Breeze Branch.—From 21st and Wharton down 21st to Long Lane, to 28th, to Passyunk Ave., to Point Breeze. Up Passyunk Ave. to 28th, to Long Lane, to 22d, to Wharton, to 21st. Transfer at Morris, E.; at Wharton, N. on 20th, and 22d.

Seventeenth and Eighteenth Streets Division.—Depot, 20th and Wharton. From Reed, up 18th to Filbert, to Sansom, to 17th, to Reed, to 18th. Exchange tickets sold west on Walnut or Market. Transfer going up, at Ellsworth, W.; at Christian, E.; at Catharine, W.; at Bainbridge, E.; at Pine, W.; at Spruce, E.; at Walnut, N. on 19th; at Sansom, N. on 18th; at Chestnut, E.; at Filbert, E. Going down, at Pine, W.; at Bainbridge, E.; at Catharine, W.; at Christian, E.; at Ellsworth, W.

Nineteenth and Twentieth Streets Division.—Up 20th to Chestnut, to Front, to Walnut. Up Walnut to 19th, to Tasker, to 20th, to

depot. Red signboard during day, red light at night. Exchange tickets sold up trip, on Walnut W. from 20th, 16th, 13th, and 9th; N. from Chestnut. Down trip on 9th, 12th, 13th, 15th, and 16th, from Walnut. Transfer going up, at Christian, E.; at Catharine, W.; at Bainbridge, E.; at Spruce, E.; at 19th, N. West trip at 7th, S.; at Pine, W.; at Bainbridge, E.; at Catharine, W.; at Christian, E.; at Ellsworth, W.

Twelfth and Sixteenth Streets Division.—Down 15th to Susquehanna Ave., to 12th, to Jackson, to 16th. Up 16th to Huntingdon, to depot. Exchange tickets sold on Columbia Ave., E. on up trip, Ridge Ave., Master, Wallace, Filbert, Market, Chestnut, and Walnut. Transfer going down, at Columbia Ave., E. or W.; at Jefferson, E.; at Spring Garden, W.; at Spruce, E.; at Pine, W.; at Bainbridge, E.; at Catharine, W.; at Christian, E.; at Ellsworth, W.; at Tasker, W.; at Morris, E. Going up, at Morris, E.; at Tasker, W.; at Ellsworth, W.; at Christian, E.; at Catharine, W.; at Bainbridge, E.; at Pine, W.; at Spruce, E.; at Spring Garden, W.; at Master, W.; at Jefferson, E.; at Columbia Ave., W.; at Dauphin, E.; at York, W.; at depot, N. on 15th, to Erie Ave. and Germantown.

York and Dauphin Streets Division.—From Memphis to Norris, to 4th, to York, to depot. Return down to Dauphin, to Franklin, to Susquehanna Ave., to Coral, to York, to Memphis. Transfer at Cedar, N.; at Howard, N.; at Hancock, S.; at 4th, N.; at 7th, N.; at 13th, N.; at 17th, S.; at 15th, S. on 15th and 12th; N. on 22d, from York.

Seventeenth and Nineteenth Streets Division.—Up Cumberland to 17th, down 17th to Chestnut, to Front, to Walnut. Up Walnut to 19th, to Huntingdon, to 15th. Exchange tickets sold on down trip for Ridge Ave., Wallace, Market, 15th, 12th, and 7th. On up trip for 7th, 9th, 12th, 13th, 15th, 16th, Wallace, Jefferson, Columbia Ave., and Ridge Ave. Transfer going down, at Columbia Ave., E. or W.; at Jefferson, E.; at Master, W.; at Spring Garden, W.; at 17th, S. Going up, at Spring Garden, W.; at Master, W.; at Columbia Ave., W. On Sunday from depot down 17th to Reed, to 19th. Up 19th to Huntingdon, to depot. In addition to exchanges and transfers during week the following additional transfers are made on Sunday. At Filbert, E.; at Spruce, E.; at Pine, W.; at Catharine, W.; at Bainbridge, E.

Jefferson and Master Streets Division.—From Lehigh Ave. down Hancock to Columbia Ave., to Franklin, to Master, to 29th, to Poplar, to Park. Down Poplar to 27th, to Jefferson, to 7th, to Oxford, to 4th, to Columbia Ave., to Howard, to Somerset, to Amber, to Ann, to Stella, to Emerald, to Orleans, to Indiana Ave., to C, to Somerset, to Hancock, to Lehigh Ave. Exchange tickets sold on Market and Walnut. Transfer going up, at Susquehanna Ave., E.; at Franklin, W. on Columbia Ave., at Master, S. on Franklin; at 12th, S.; at 13th, N.; at 15th, S.; at 16th, N.; at 17th, S.; at 18th, N.; at 19th, N.; at 20th, S. Going down, at 20th, S.; at 19th, N.; at 18th, N.; at 17th, S.; at 16th, N.; at 15th, S.; at 13th, N.; at 12th, S.; at Franklin, S.; at 7th, N.; at 4th, N.; at Susquehanna Ave., E.

Richmond Division.—From Allegheny Ave. and Edgemont to Somerset, to Cedar, to Lehigh Ave., to Memphis, to York, to Thompson, to Marlborough, to Belgrade, to Frankford Ave., to Master, to Franklin, to Thompson. Up Thompson, to Marlborough, to Belgrade, to York, to Cedar, to Somerset, to Thompson, to Allegheny Ave., to Edgemont. Exchange tickets sold for Market and Walnut. Transfer N. on 7th at Master, and also N. on 13th, 16th, and 18th. At Franklin, S.; at Master, W.; and also S. on 12th, 15th, and 17th.

Seventh and Ninth Streets Extension.

From 7th and Lehigh Ave., on Lehigh Ave., to 9th, to Dauphin, to Franklin, to Columbia Ave., to 7th, to Lehigh Ave. Exchange tickets sold for Market or Walnut. Transfer going down, at Susquehanna Ave., E.; at Columbia Ave., W.; on Columbia Ave., and S. on Franklin, and S. on 12th, 17th, and 20th, from Master.

Fourth and Lawrence Streets Branch.

From Indiana Ave. down Lawrence to Berks, to Manor, to Montgomery Ave., to Randolph, to Master, to Franklin. Up Master to 7th, to Oxford, to 4th, to Indiana Ave., to Lawrence. First car leaves Indiana Ave. 5.03 a. m.; Sunday, 6 a. m. Last car leaves Indiana Ave. 11.30 p. m.; Sunday, 11.20 p. m.; leaves Master 11.47 p. m., week days. Exchange tickets sold for Market and Walnut. Transfer going down, at Susquehanna Ave. E.; at Columbia Ave. W. on Columbia Ave. and S. on Franklin; at Master, W.

Ridge Avenue Division.—*Main Branch.*—Down Ridge Ave., to 10th, to Arch, to Front. Up Arch to 9th, to Ridge Ave., to depot. Exchange tickets sold for Columbia Ave., Jefferson, Master, 20th, 19th, 18th, 17th, Poplar, 16th, 15th, Wallace, 13th, 12th, Spring Garden, 9th, 7th, and for Manayunk. Transfer going down, at Columbia Ave., E.; at depot to Laurel Hill Cemetery. West of Laurel Hill, fare to and from city is 8 cents.

Manayunk Branch.—From depot out Ridge Ave., to Main, to Green Lane. Return same route. Exchange tickets sold for main line, and for down Dauphin, and 20th from depot.

Eighteenth and Twentieth Streets Division.—From 32d and Dauphin, down Dauphin to Sedgely Ave., to York, to 22d, to Montgomery Ave., to 20th, to Ridge Ave., to South College Ave., to 20th, to Filbert, to 7th, to Sansom. Up Sansom, to 18th, to Francis, to Perkiomen, to Vineyard, to Ridge Ave., to 18th, to Montgomery Ave., to 20th, to York, to Strawberry Mansion, to Ridge Ave., to depot. Every other car goes from 22d and York, out 22d to Huntingdon Ave., to Pulaski Ave., Nicetown. Exchange tickets sold going down, for Ridge Ave., from 20th; Market, W. from 20th; 12th, 13th, 9th. Going up, Ridge Ave., at 18th, Wallace, Columbia Ave., E.; at depot on Ridge Ave., to Manayunk. Transfer going down, at 22d St., N.; at Dauphin, E.; at Columbia Ave., E. and W.; Jefferson, E.; Master, W.; Wallace, E.; Spring Garden, E.; south on 19th from Walnut, at 17th, S.; at 15th, S.; at 7th, S. on 7th, and E. on Market.

Going up, at 9th, N.; at 12th, S.; at 13th, N.; at 15th, S.; at 16th, N.; at 17th, S.; at Spring Garden, W.; at Master, W.; at Jefferson, E.; at Columbia Ave., W.; at Dauphin, E.; at 22d, N., to Nicetown.

Woodland Avenue and Darby Division.—From the Borough of Darby, on Darby Road, to Woodland Ave., to 32d and Market. Return same route. Fare from Darby, 10 cents. To and from 49th, 5 cents. Transfer from east of 49th, E. or W. on Market or Chestnut; W. on Lancaster Ave., from 32d.

People's Traction Company.

Fourth and Eighth Streets Division.—*Germantown and Pelham Branch.*—Down Germantown Ave., Pelham depot to 4th, to Snyder Ave., to 8th. Up 8th, to Germantown Ave., to Pelham. Exchange tickets sold for Arch, Race, and Vine. Transfer going down, at Cheltenham Ave., E. or W.; at York Road, N.; at Lehigh Ave., E. or W.; at 10th, S.; at Dauphin, E. on Indiana Ave. Line; at Susquehanna Ave., W.; at 6th, S.; at Oxford, N. on 3d, and E. on Oxford; at Girard Ave., E. or W.; at Fairmount Ave., W.; at Green, E.; at Callowhill, E. or W.; at South, W.; at Passyunk Ave., S. Going up, at Passyunk Ave., S.; at South, W.; at Lombard, E.; at Callowhill, E. or W.; at Green, E.; at Fairmount Ave., W.; at Girard Ave., E. or W.; at Susquehanna Ave., W.; at Dauphin, E. on Indiana Ave. Line; at Lehigh Ave., E. or W.; at York Road, N.; at Cheltenham Ave., E. or W.; at Pelham, to Chestnut Hill.

Indiana Avenue Branch.—From Fairhill and Indiana Ave., out Indiana Ave., to 8th, to Germantown Ave., to 4th, to Dickinson. Up Dickinson to 8th, to Dauphin, to Marshall, to York, to Fairhill, to Indiana Ave. The transfers are the same as Germantown Line, with additional transfer S. on 4th from Dickinson, and N. on 8th, from depot, to Germantown, Chestnut Hill, and Old York Road Line.

Chestnut Hill Branch.—From Germantown Ave., and Springhouse Turnpike, Chestnut Hill, down Germantown Ave., to 4th, to Walnut, to 8th, to Germantown Ave., to Chestnut Hill. Fare below Pelham 5 cents, and between Pelham and Chestnut Hill, 5 cents. Passengers carried between Chestnut Hill and Wayne Junction in either direction for 5 cents. Exchanges and transfers same as Germantown Line, in addition transfer S., on 4th from Walnut.

Old York Road and Jenkintown Branch.—From Walnut up 8th, to Germantown Ave. to Old York Road, through Branchtown, Milestown, and Ogontz, to Jenkintown. Return down Old York Road and Germantown Ave., to 4th, to Walnut. Fare, 5 cents to Haines and Oak Lane, and 5 cents additional to Jenkintown. Exchanges and transfers are the same as Germantown Branch between Lehigh Ave. and Walnut, also at Germantown Ave. and York Road, transfer to Germantown and Chestnut Hill, and at Walnut S. on 4th.

Susquehanna Avenue and Norris Street Branch.—Up Susquehanna Ave. to 22d, to Norris, to Germantown Ave., to 4th, to Walnut. Up Walnut to 8th, to depot. Exchange tickets sold for Arch, Race,

and Vine. Transfer at Broad, N. and S.; at 10th, S.; at 11th, N.; at 8th, N.; at 6th, S.; at Oxford, E.; at Girard Ave., E. or W.; at Fairmount Ave., W.; at Green, E.; at Callowhill, E. or W.; at Walnut, S. on 4th, E. on Lombard, W. on South, and S. on Passyunk Ave.; at Susquehanna Ave., N. on 8th.

Green Street and Fairmount Avenue Division. — *Walnut Street Branch.* — From 27th and Girard Ave., down Girard Ave. to 26th, to Parrish, to 25th, to Green, to 4th, to Walnut, to 8th, to Fairmount Ave., to 25th, to Girard Ave., to 27th. Exchange tickets sold for Arch, Race, and Vine. Transfer going down, at Broad, N. and S.; at 11th, N.; at 10th, S.; at 8th, N.; at 6th, S.; at 5th, N.; at 4th, E. on Green; at Callowhill, E. or W.; at Walnut, S. on 4th, E. on Lombard, and W. on South, and S. on Passyunk Ave. Going up, at Callowhill, E. or W.; at Green, E.; at Fairmount Ave., N. on 8th; at 10th, S.; at 11th, N.; at Broad, N. and S.; at Girard Ave., E. and W.

Beach Street Branch. — Down Fairmount Ave., from 26th to 22d, to Green, to Beach. Up Beach to Fairmount Ave., to 26th. Transfer at 25th, N. to Girard Ave.; Broad, N. and S.; at 11th, N.; at 10th, S.; at 8th, N.; at 6th, S.; at 5th, N.; at 4th, S.; at 3d, N.; at 2d, S. On Sunday, from 27th and Girard Ave., down Green, to Beach. Return up Fairmount Ave., to 27th and Girard Ave.

Girard Avenue Division. — Down Elm Ave., from 44th or Belmont Ave., to Girard Ave., to Gunner's Run and Norris. Return same route. Exchange tickets sold at Belmont Ave., S. on Arch St. cars. Transfer at 40th, S.; at 26, S. on Green St. car; at Broad, N. and S.; at 11th, N.; at 10th, S.; at 8th, N.; at 6th, S.; at 5th, N.; at 4th, S.; at 3d, N.; at 2d, S.; at Frankford Ave., S.; at Richmond, N.

Callowhill Street Division. — Down Callowhill from Callowhill St. Bridge, to Front, to Market. Up Front to Callowhill, to Bridge. Transfer at Broad, N. and S.; at 11th, N.; at 10th, S.; at 8th, N.; at 6th, S.; at 5th, N.; at 4th, S.; at 3d, N.; at 2d, S.

Cheltenham Avenue Branch. — From Wissahickon Ave., and Rittenhouse, to Pulaski Ave., to Cheltenham Ave., to Stenton Ave. Return same route. Transfer at Germantown Ave., N. and S.

Electric Traction Company.

Lehigh Avenue Division. — Start at Ridge and Lehigh Aves., down Lehigh Ave., to Kensington Ave., to Cumberland, to Richmond, to Huntingdon, to Kensington Ave., to Lehigh Ave., to Ridge Ave. Red car, red light at night. Transfer at Broad, S.; at 11th, N.; at Germantown Ave., N. and S.; at Hutchinson, S.; at 6th, S.; at 5th, N.; at Kensington Ave., N.; to Allegheny Ave., and S. to Jackson; at Amber, N. to Tioga; at Frankford Ave., S.; at Richmond, N., to Tioga and Bridesburg.

Second and Third Streets Division. — *Main Branch.* — Down Frankford Ave. to Jefferson, to 2d, to Mifflin, to 3d. Up 3d to Germantown Ave., to Oxford, to Front, to Amber, to depot. White signboard during day, white light at night. Exchange tickets sold for Arch, Race, and Vine. Transfer going down, at Huntingdon

St., at Cumberland; E. on Cumberland to Richmond and Bridesburg; at Girard Ave., E. and W.; at Fairmount Ave., W.; at Green, E.; at Callowhill, E. and W.; at Lombard, E.; at South, W. on South and S. on Passyunk Ave. Going up, at South, W.; at Lombard, E.; at Callowhill, E. and W.; at Green, E.; at Fairmount Ave., W.; at Brown, E. and to Richmond and Bridesburg; at Girard Ave., E. and W.; at Oxford, N. on 3d; at Cumberland, E. on Cumberland, and to Richmond and Bridesburg; at depot, N. on Frankford Ave., and to Tioga St., and Frankford.

North Pennsylvania Depot and Frankford Branch.—Up Frankford Ave., to Mill, to Paul, to Arrott, to Main, to Harrison. Down Main to Frankford Ave., to Huntingdon, to Coral, to York, to 2d, to Dock. Up 3d to Germantown Ave., to Oxford, to 3d, to Dauphin, to Emerald, to Cumberland, to Amber, to depot. Green signboard during day, green light at night. Fare between Dock and Frankford, 10 cents; below Tioga, 5 cents. Exchange tickets sold for Arch, Race, and Vine. Transfer going down, at Huntingdon, W.; at Cumberland, E.; at Girard Ave., E. and W.; at Fairmount Ave., W.; at Green, E.; at Callowhill, E. and W.; at Dock, S.; on 2d, E. on Lombard, W. on South, and S. on Passyunk Ave. Going up, at Callowhill, E. and W.; at Green, E.; at Fairmount Ave., W.; at Brown, E. on Brown and to Richmond and Bridesburg; at 3d and Oxford, E.; at Girard Ave., E. and W.; at 2d, N.; at Cumberland, E. on Cumberland and to Richmond and Bridesburg; at Huntingdon, W.

Richmond Branch.—Down Richmond St., to Norris, to Girard Ave., to Frankford Ave., to Beach, to Fairmount Ave., to 2d, to Dock, to 3d. Up 3d to Brown, to New Market, to Laurel, to Front, to Richmond, to depot. Red signboard during day, red light at night. Sell exchange tickets for Arch, Race, and Vine. Transfer going down, at Huntingdon, W.; at Girard Ave., W.; at Fairmount Ave., W.; at Green, E.; at Callowhill, E. and W.; at Dock, S. on 2d, E. on Lombard, W. on South, S. on Passyunk Ave. Going up, at Callowhill, E. and W.; at Green, E.; at Fairmount Ave., W.; at Brown, N. on 3d, and to North Pennsylvania and Kensington depots; at Huntingdon, W.; at depot, N. on Richmond, and to Bridesburg.

Bridesburg Branch.—Up Richmond St., to Bridge St., to U. S. Arsenal. Return same route. Transfer at depot to city. Fare, from south of Norris St. to Bridesburg, 10 cents. All passengers transferred north to Tioga, for one fare; from north of Norris to Bridesburg, for one fare. Going down, passengers from Bridesburg transferred south to Girard Ave., for one fare; passengers from south of Tioga, entitled to all privileges.

Lombard and South Streets Division.—*Baltimore Avenue Branch.*—From depot out S., to South St. Bridge, to Spruce, to 38th, to Woodland Ave., to Baltimore Ave., to City Line at Cobb's Creek. Return on Baltimore Ave., to 40th, to Spruce, to South St. bridge, to 27th, to Lombard, to Front, to South, to depot. Yellow signboard during day, red light at night. Exchange tickets sold for Arch St.

Transfer going both ways at 2d, S.; at 3d, N.; at 4th, S.; at 5th, N. on 5th and S. on Passyunk Ave.; at 6th, S.; at 8th, N.; at 10th, S.; at 11th, N.; at Broad, N. or S.; at depot, to West Philadelphia.

Passyunk Avenue Branch.—Down Snyder Ave., to 12th, to Dickinson, to 8th, to Christian, to 5th, to Lombard, to Front, to South. Up South to Passyunk Ave., to Juniper, to depot. Transfer going up at Dickinson, N. on 11th; at 10th, S.; at 8th, N.; at 6th, S.; at 5th, N. on 5th and W. on South; at 3d, N.; at 2d, S.; at Front, N. Going down at 2d, S.; at 3d, N.; at 4th S.; at 5th, N. on 5th and W. on South; at 6th, S.; at 10th, S.; at 12th, N. on 11th; at depot, S. on Point Breeze Branch.

Point Breeze Branch.—From depot down Passyunk Ave., to Schuylkill River. Return same route. Transfer at Broad, N.; at depot, N.; on Passyunk Ave. branch.

Fifth and Sixth Streets Division.—Down Kensington Ave. to Front, to Berks, to 6th, to Jackson, to 5th. Up 5th to Berks, to Front, to Kensington Ave., to depot. Yellow signboard during day, and red light at night. Exchange tickets sold for Vine, Race, and Arch. Transfer going down, at Germantown Ave., S.; at Girard Ave., E. or W.; at Fairmount Ave., W.; at Green, E.; at Callowhill, E. or W.; at Lombard, E.; at South, W.; at Passyunk Ave., S. Going up, at South, W.; at Lombard, E.; at Callowhill, E. or W.; at Green, E.; at Fairmount Ave., W.; at Girard Ave. E. or W.; at Berks, N. on 5th, to Lehigh Ave. and Franklinville; at Cumberland, E.; at depot, to Frankford. Main branch does not run Sunday.

Lehigh Avenue and Christian Street Branch.—Up Kensington Ave. to Lehigh Ave., to 6th, down 6th to Christian, to 5th. Up 5th, to Lehigh Ave., to Kensington Ave., to depot. Green signboard during day, green light at night. Exchange tickets and transfers same as main line, with following additional transfers: Going down, at 6th, W. on Lehigh Ave.; at Christian, S. on 6th. Going up, at Berks, E.; at Lehigh Ave., W. on Lehigh Ave., and N. on 5th to Franklinville; at Cumberland, E.; at depot, to Frankford.

Frankford Branch.—From Harrison and Main Sts., Frankford, down Main to Kensington Ave., to depot, over route main line to Jackson and return to depot, then out Kensington Ave., to Main, to Harrison. White signboard during day, red light at night. Fare going down, from Frankford 5 cents to Columbia Ave., and 5 cents below that point. From Allegheny Ave., 5 cents to any point. Going up, 5 cents to Allegheny Ave., and 5 cents above that point. From points above Columbia Ave., 5 cents to Frankford. Exchange tickets and transfers same as main branch, with additional exchange going down, out Lehigh Ave., and east on Cumberland.

Franklin Branch.—From 6th and Rising Sun Lane down 6th to Powell, to 5th. Up 5th to Rising Sun Lane, to 6th. Green signboard during day, green light at night. Exchanges and transfers same as main line as far south as Powell St., also transfer going down, at Lehigh Ave., E. and W.; at Powell, S. on 6th. Going up, at Berks, E.; at Lehigh Ave., E. and W.

Tenth and Eleventh Streets Division.—Up 11th to Cambria, to

Hutchinson, to Huntingdon, to Germantown Ave., to 10th, to Jackson, to 12th. Up 12th, to Wharton, to 11th, to depot. Exchange tickets sold for Arch, Race, and Vine. Transfers at Lehigh Ave., E. or W.; at Germantown Ave., S.; at Susquehanna Ave., W.; at Norris, E.; at Girard Ave., E. and W.; at Fairmount Ave., W.; at Green, E.; at Callowhill, E. and W.; at Lombard, E.; at South, W.; at Passyunk Ave., S.

Omnibus Company General.

Broad Street Line.—Down Huntingdon to Broad, to Snyder Ave. Return same route. Three-horse 'buses, red light. Exchange tickets sold for Arch, Race, and Vine. Transfer at Lehigh Ave., E. or W.; at Susquehanna Ave., W.; at Norris, E.; at Girard Ave., E. and W.; at Fairmount Ave., W.; at Green, E.; at Callowhill, E. and W.; at Lombard, E.; at South, W.; at Passyunk Ave., E. or W.

Ward's League Island Omnibus Line.

On Broad, from Snyder Ave., to Broad St. Wharf, League Island Navy Yard, and return. Tickets sold for Broad St. 'buses.

Wissahickon Electric Railway.

From Sumac and Ridge Ave. (Wissahickon Station, Reading Railroad), up Sumac to Manayunk Ave., to Lyceum Ave., to Mitchell, to Leverington Ave., to Ridge Ave., Roxborough, to Pennsylvania Railroad Station, Manayunk, and Philadelphia & Reading Railroad Station, Manayunk.

Hestonville, Mantua & Fairmount Railway Co.

Arch Street Division.—*Belmont Avenue Branch.*—Down Belmont Ave., from Elm Ave., to Lancaster Ave., to Haverford, to 33d, to Spring Garden, to 20th, to Arch, to Front. Up Arch to 21st, to Vine, to 23d, to Spring Garden, to Lancaster Ave., to Belmont Ave., to Elm Ave. Red car, street names on transoms. Exchange tickets sold for 10th and 11th, 5th and 6th, 4th and 8th, 2d and 3d, Broad St. Omnibus, Lombard, and South. Transfer at depot to Hestonville and George's Hill; at 20th and Race, E. on Race; at 2d, S. on Race St. cars.

Hestonville Branch.—From George's Hill down 52d to Lancaster Ave., to Haverford, to 33d, to Spring Garden, to 20th, to Arch, to Front. Up Arch to 21st, to Vine, to 23d, to Spring Garden, to Lancaster Ave., to 52d, to George's Hill. Exchange tickets same as Belmont line. Transfer at depot, N. on Belmont Ave., at 20th and Race, E. on Race; at 2d, S. on Race St. cars.

Race and Vine Streets Division.—Down Biddle to 25th, to Hamilton, to 22d, to Race, to 2d, to Walnut, to Dock, to 3d. Up 3d to Vine, to 23d, to Spring Garden, and then over route of Arch St. branch to Elm Ave. and return, to depot. Exchange tickets sold for

10th and 11th, 5th and 6th, 4th and 8th, 2d and 3d, Broad St. Omnibus, Lombard, and South. Transfer at 23d to West Philadelphia, via Arch; at 20th and Race, E. on Arch; at 3d and Arch, W. on Arch.

Manayunk Road and Roxborough Inclined Plane and Railway.

Main Branch.—From Sumac and Ridge Ave. (Wissahickon Station, Reading Railroad), up Ridge Ave. to depot, connecting for Plymouth and Chestnut Hill.

Plymouth Branch.—From depot to Ridge Ave., to Barren Hill, then on Perkiomen Turnpike to Plymouth. Cars run 40 minutes apart.

Chestnut Hill Line.—From depot on Ridge Ave. to Barren Hill, then on Perkiomen Turnpike to city line at Chestnut Hill.

Chester Traction Company.

From Darby to Chester on Chester Pike. Return same route. Fare, 5 cents to Norwood and Moore's; 5 cents, Moore's to Chester.

III.

THEATERS AND OTHER PLACES OF AMUSEMENT.

Theaters.—When night approaches, one of the first thoughts of most visitors to the city is to attend some place of amusement. In this particular Philadelphia is well provided. There are twenty-one theaters, including the famous Academy of Music, besides numerous halls for concerts, lectures, and miscellaneous entertainments. The theaters of Philadelphia compare favorably with those of any city in the Union; while not so sumptuous in their interior appointments, they are all handsomely decorated and furnished. As a general rule, the Philadelphia theaters are much larger than those of most other cities, and their stage room usually much greater. The municipal laws governing the safety of audiences in these places of amusement are very stringent, and generally observed scrupulously by the proprietors. All the houses have asbestos curtains, many fire escapes, and abundant fire-extinguishing apparatus. All the new theaters are built as nearly fireproof as human ingenuity can make them, and, in case a conflagration should occur, every theater has provided for it so many exits that there is probably not one that can not be emptied inside of five minutes from gallery to parquet. The rates charged at the theaters giving regular dramatic performances are rather lower than in New York, the most fashionable charging \$1.50 for a seat in the orchestra or parquet. Naturally, since the great mass of the floating population centers between Broad and Seventh and Spruce and Arch, the greater number of the large and finest theaters are located within this area. These are: The Academy of Music, Broad Street Theater, Chestnut Street Theater, Chestnut Street Opera House, and the Walnut Street Theater. There are other first-class theaters scattered in the northern part of the city at which a high grade of dramatic performances are given. Chief among these are: The Park, the Grand Opera House, and the Girard Avenue Theater, the last mentioned of

which supports a stock company. A number of small theaters at very low prices are situated in the region of Eighth and Vine streets, a list of which will be found farther on, with the character of their performances. In the northeast, the Kensington is a good theater where an enjoyable performance is nightly given. A complete list of theaters and prominent houses of amusement, together with the line of cars going and coming, follow :

Academy of Music.—Southwest corner Broad and Locust Sts. Operas, concerts, lectures, etc. Broad St. 'buses both ways.

Bijou Theater.—215 North Eighth St. Variety performances. People's Line north on Eighth, Philadelphia Traction south on Seventh.

Broad Street Theater.—225 South Broad St. Dramatic performances. Broad St. 'buses both ways.

Carncross' Opera House.—19 South 11th St. Minstrels. Electric Traction north on 11th and south on 10th.

Chestnut Street Opera House.—1025 Chestnut St. Drama. Philadelphia Traction east on Chestnut, west on Market and Walnut.

Chestnut Street Theater.—1211 Chestnut St. Drama. Philadelphia Traction Company east on Chestnut, west on Market and Walnut.

Dime Museum.—Arch and Ninth Sts. Living curiosities and drama. Philadelphia Traction north on Ninth, Electric Traction south on 10th, Ridge Ave. line, and Arch St. line east and west.

Forepaugh's Theater.—255 North Eighth Street. Drama. People's line north on Eighth, south on Seventh.

Gilmore's Auditorium.—Walnut above Eighth. Vaudeville. Philadelphia Traction Company east on Chestnut, west on Walnut.

Girard Avenue Theater.—Girard Ave. near Seventh Street. Drama. People's Traction Company north on Eighth, Philadelphia Traction south on Franklin.

Grand Opera House.—Broad St. and Montgomery Avenue. Opera in summer, drama and opera in winter. Broad St. 'buses both ways, Philadelphia Traction north on Ninth to Broad St. and Montgomery Ave.

Kensington Theater.—East Norris St. and Frankford Avenue. Drama.

Lyceum Theater.—729 Vine Street. Minor Drama and Burlesque. Race St. cars east, Vine St. west, Eighth St. north, Seventh St. south.

Musical Fund Hall.—806 Locust Street. Concerts, lectures, etc.

National Theater.—Ridge Avenue and Tenth Street. Drama. Ridge Ave. line, 10th St. south, Eighth St. north, exchanging on Cal-lowhill west.

Park Theater.—Broad St. and Fairmount Ave. Drama. Broad St. 'buses.

Peoples Theater.—Kensington Avenue and Cumberland Street. Drama.

Standard Theater.—1126 South Street. Drama.

Star Theater.—Eighth Street above Race. Merry-go-Round.

Walnut Street Theater.—Walnut and Ninth Streets. Drama. Walnut St. cars west, Chestnut St. east.

Young Men's Christian Association.—Chestnut and 15th Sts. Concerts, entertainments, and lectures.

Young Men's Christian Association.—Germantown. Germantown Ave. above Rittenhouse. Concerts, lectures, and general entertainments. Pennsylvania or Philadelphia & Reading R. R. to Cheltenham Ave. Station, or People's Line up Eighth St. and Germantown Road.

Zoological Garden.

Among the attractions of the city is the *Zoölogical Garden*. It is situated in Fairmount Park, on the west side of the Schuylkill, and fronts on Girard Avenue, close beside the bridge. It is reached by the Pennsylvania Railroad from Broad Street Station, by the People's Traction Company, either by Eighth Street to Girard Avenue and westward, or through the Electric Traction Company up 11th to Girard Avenue, and pass out Girard Avenue, and by the steamers plying up the river from the Green Street entrance to Fairmount Park. The "Zoo" occupies a once famous tract known as "Solitude," the country seat of John Penn, a grandson of William Penn, the founder of Philadelphia. The old house in which Penn lived still stands on the grounds. The property is part of Fairmount Park, but is leased to the Zoölogical Society of Philadelphia, for the purposes for which it is used. There are thirty-three acres embraced by the garden, and there are housed in tasteful and picturesque buildings the largest and finest collection of animal life in America, and nearly as large as the largest institution in the world. The grounds are beautifully laid out, planted with trees, and well kept. It is open every day in the week, including Sunday, and is an interesting and instructive place to visit.

Lectures and Miscellaneous Exhibitions.

Lectures form an important feature of Philadelphia life, and many are constantly being given in different parts of the city. They are often held at the Academy of Music and at the Young Men's Christian Association, both in the center of the city and in Germantown, but by far the greater number are given under the auspices of church and other organizations. To find where and when these lectures are held, those interested should look for the advertisements in the morning newspapers, particularly the *Public Ledger* and the *Record*. During the autumn, winter, and spring, the Academy of Natural

Sciences, at 19th and Race Streets, give almost a continuous course of afternoon and evening lectures on popular scientific subjects, the cost of admission to which is little more than nominal. Information regarding these lectures can be had from the Secretary of the Academy, an institution well worth visiting.

Balls and Masquerades.

At the Academy of Music two balls are given annually by the elite of the city. These are called the Assemblies. Money can not purchase entrance to them, and a card may be had only after the applicant's name has been duly passed upon by two boards — one of ladies and one of gentlemen. The first Assembly is extraordinarily exclusive, far more so than the most exclusive social circles in any other city in the Union. The second is more liberal, many guests being invited annually from other cities. Besides this, several other large and fashionable balls are given in the Academy of Music annually, exclusively by invitation card. While the public is not admitted to any of these, there are numbers of other balls given at this great place of amusement which people may attend by the payment of a certain sum. Among these are the functions given by the Order of Elks, the Hebrew Charity Ball, and several masquerade assemblies.

IV.

THE CITY'S PARKS AND DRIVES.

Philadelphia possesses a vast area covered by public parks. Nearly 3,600 acres are devoted in this manner to the people's health and pleasure. Of this, Fairmount Park takes 2,806 acres, League Island Park about 340 acres, and Hunting Park a little more than 43 acres. Of these three, the first and last are open, and have been laid out under the best skill of the landscape gardener. The second, League Island Park, located in the lower part of the city, was only recently placed in the city plan, and the ground has not yet been taken and paid for, although it probably will be before the present year (1895) comes to a close. It will be utilized both as a pleasure resort and a children's playground on a grand scale. The remaining acreage is taken up by a large number of smaller plots ranging from half an acre to ten acres each, some of which are improved and beautified, while others as yet remain much as they were when first taken by the city, and are only used as playgrounds for the little ones.

When William Penn founded Philadelphia, it is evident that he was a firm believer in public squares, for he placed five on the plan of the city, one on each corner and one in the center; these were known respectively afterward as Washington, Rittenhouse, Logan, Franklin, and Penn, or Centre Square. The last named is now occupied by the City Hall. Later Independence Square was added, and under the Act of Consolidation, in 1854, four or five more were included. Although the acquisition of Fairmount Park began as early as 1812, the real movement—which is now one of great magnitude—for a large number of breathing places was begun about the year 1880, and was undertaken by Prof. Thomas Meehan, an eminent botanist, and a member of common council from the Twenty-second Ward, otherwise known as Germantown. Through him the City Parks Association was formed; and through him, and this organization,

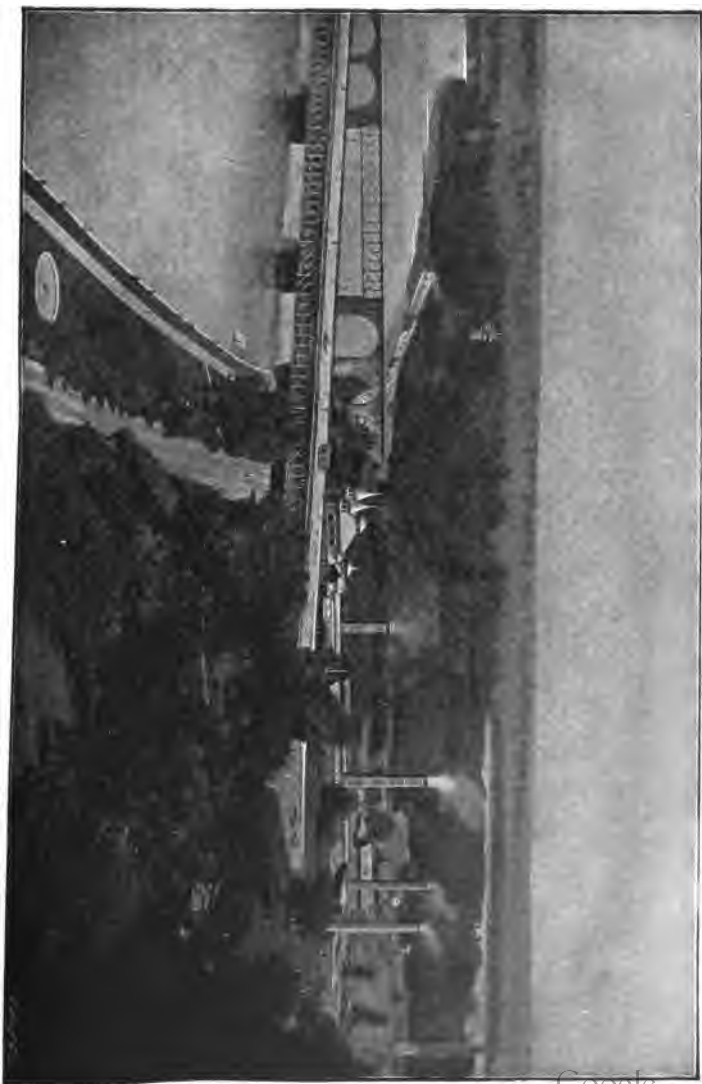
and the newspapers, public sentiment was aroused to such an extent that within the last five or six years more than \$500,000 has been spent annually by the city on parks, and many plots have been given to the municipality by public-spirited citizens. A new organization was recently formed called the Culture Extension League, with the avowed chief object of having the city provide a large number of children's playgrounds in the different wards.

The following is a list of all the parks now on the city plan:

Fairmount Park.

This grand pleasure ground occupies a portion of eight different wards—143 acres in the 15th; 364.51 in the 21st; 200.25 in the 22d; 1,195.58 in the 24th; 187 in the 28th; 268 in the 29th; 192 in the 32d; and 255.59 in the 34th, making a grand total of 2,805.93 acres. Its southern end is at Callowhill Street bridge; from here it extends north on both sides of the Schuylkill River in varying widths to the Wissahickon Creek. Here it branches off and follows the latter stream, with its embracing hills, to the north side of Chestnut Hill. At Rittenhouse Street, about one mile above the mouth of the Wissahickon, a branch goes off to the right, follows the line of the Monoshone Creek, or Paper Mill Run, and enters a short distance into Germantown.

Fairmount Park may be reached by almost countless routes, any one of which would prove satisfactory to the visitor. The Arch, Vine, and Callowhill street cars all go directly to Old Fairmount Water Works, near Callowhill Street bridge. The Eighth Street cars, Fairmount Avenue branch, and Eleventh Street cars to Fairmount Avenue (passes given west on application when fare is paid), go to the Green Street entrance, near the Schuylkill River Steamboat landing, by which various points along the river to the mouth of the Wissahickon may be reached in the summer months. The Spruce and Pine street cars also run to the Fairmount Water Works. The Eighth Street line goes to the West Park and the old Centennial grounds, via Girard Avenue; and several branches of the Philadelphia Traction Company reach the latter spot through transfers. The Electric Traction Company lines, by transfers and direct cars, go to the upper end of the East Park; and the People's line, by transfer with the Cheltenham Avenue Germantown branch, reach the Monoshone Creek, part of Fairmount Park, not far from the Wissahickon. This last is a particularly desirable trip and will be mentioned more fully in its proper place. The Pennsylvania Railroad, Chestnut Hill branch, and certain trains on the New York branch stop at Zoölogical Garden Station; Cheltenham Avenue Station, one mile from Wissahickon; Allen's Lane, one mile from Devil's Pool on Wissahickon; and each station thereafter to



FAIRMOUNT PARK — Looking West from Lemon Hill Observatory.

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SOLD BY GROCERS EVERYWHERE.

Chestnut Hill is but little, if any, farther from various points on the same stream, and the approaches of all are full of beauty.

The first acquisition of land by the city within the bounds of Fairmount Park was made in 1812, for the purpose of obtaining a supply of water free from impurities. This site was known in the earliest days as "Faire Mount." Here is situated the chief water-works of the city, one of the many attractions for visitors. This and the land on the east side of the Schuylkill to Girard Avenue is called the Old Park, and within its limits is Lemon Hill, one of the spots where, in summer time, daily afternoon concerts are given by bands in the employ of the city, and on Sundays by public-spirited citizens headed by William M. Singerley of the *Record*.

On the Old Park a vast amount of skill in landscape gardening is displayed, and along the banks of the river in this portion are to be found the handsome quarters of many well-known boat clubs. Here, too, a large grass plat is set aside near the Green Street entrance for croquet, lawn tennis, and for base ball for the smaller boys. Lemon Hill was formerly the country seat of Robert Morris, the patriot statesman, and the old house he occupied is still standing. The property was purchased by the city on July 24, 1844, though it was not until September 15, 1855, that it was dedicated to public use. Partly to preserve the purity of the water supply, the West and East Parks, the Wissahickon, Cresheim Creek, and Paper Mill Run, were subsequently taken and added to the people's great pleasure grounds.

The West Park.

The West Park is, with one exception, the largest part of the whole. The southeast angle is occupied by the Zoölogical Garden, but the main portion begins on the north side of Girard Avenue. On this section the Centennial Exposition was held in 1876, and of the principal buildings, the Art Gallery and Horticultural Hall are still standing, cared for, and in public use.

How to Reach the West Park.—Many Pennsylvania Railroad trains on Chestnut Hill branch, from Broad Street, stop at the Zoölogical Garden, and on the Schuylkill Valley branch at Park Station. Some Reading trains stop at Girard Avenue Station. The Chestnut and Walnut Streets, and certain cars of the Market Street branch of the Philadelphia Traction Company; the Arch Street. The Girard Avenue, through its feeders, as before mentioned, go to the West. If

carriages are used from the center of the city, the finest route is up Broad to Spring Garden, to Fairmount, through the Old Park to Girard Avenue, west across Girard Avenue bridge.

Some Notable Spots.

Penn House.—On entering the West Park, to the right, just beyond the bridge, and a few feet north of Girard Avenue, is the Letitia or Penn House, the first brick structure erected in Philadelphia. It was built in 1682 and finished in 1683, and for many years it was used as the State House for the Province of Pennsylvania. It was taken to its present location some years ago from Letitia Street in the old quarter of the city.

Lansdowne Drive.—To the right of the Penn House, and at the western end of the bridge is Lansdowne Drive, its name being derived from the estate of "Lansdowne," of John Penn, the American, whose nephew, John, built near here a house known as Eggesfield, in which he lived during the Revolution. The drive affords a magnificent view up the river, and passes, by means of a high bridge, over the romantic and famous Lansdowne ravine, so much in favor by lunch parties during the Centennial. On this drive, near this bridge, is "Sweet Briar Mansion," built by Samuel Breck, about 1810. He was a one-time Philadelphia merchant, and for some years a member of Congress and a State Senator.

Horticultural Hall.—In Horticultural Hall are still kept the magnificent tree ferns and other tropical plants which delighted the millions of visitors during the Centennial. At the west end of the old hall has been provided a place in which is stored a splendid collection of blooming green-house plants, collected many years ago by George W. Carpenter, at one time a well-known Philadelphian, which was presented to the city, two or three years ago, by his widow.

Memorial Hall.—A short distance away is the other great relic of the Centennial—Memorial Hall. It is partly occupied by the School of Industrial Art, for its rich collection of fine and useful art material. Here also is exhibited Rothermel's "Battle of Gettysburg," a painting owned by the State. The Wilstach collection of paintings, bequeathed to the city some time ago, is displayed in this building.

George's Hill.—To the north of the old Exposition grounds is George's Hill, a tract of eighty-three acres, given to the city many years ago, for park purposes, by Jene and Rebecca George. It is a

favorite resort for picnic parties, for from its 210 feet altitude a fine and extended view is afforded both up and down the river. At the foot of George's Hill is the Allegorical Fountain, erected in 1876 by the Catholic Total Abstinence Union.

Belmont Mansion.—Northward about a mile is Belmont Mansion, part of which was built before the middle of the last century. It was for many years one of the most famous resorts for distinguished men in America. In this house Judge Richard Peters, the great scholar and patriot, was born in 1744, and died in 1828. President Washington and Lafayette were both guests in this house. The former planted a Spanish walnut tree on the grounds and the latter a white walnut tree, which is still standing. *The Peters Mansion* is now used as a restaurant for park visitors.

"Tom" Moore's House.—While "Tom" Moore, the sweet Irish poet, was sojourning in this city, he occupied a small rustic house on the banks of the Schuylkill, and this little edifice still stands, and may be found on the riverside below Belmont.

When returning from the West Park, those who make the trip in carriages may take the west river drive, a fine road along the west bank of the Schuylkill, recently completed to Girard Avenue bridge.

The East Park.

The East Park begins at Girard Avenue and extends northwardly in a comparatively narrow strip to the Wissahickon. With the exception of the last named place it has probably more romantic and picturesque spots than any other section of Fairmount Park. It abounds in hills and ravines, and in famous old colonial mansions. Along the east banks of the river runs a handsome driveway, with numerous arms, extending to all parts of the East Park. The People's line and the Ridge Avenue line of street cars afford cheap and quick means of reaching this section.

Fountain Green and Mount Pleasant.—A short distance above Girard Avenue bridge is "Fountain Green," built in the latter part of the last century by Samuel Meeker, and beyond is "Mount Pleasant." This place will probably have great interest for visitors from the fact that it was once the property of Benedict Arnold, the traitor. It was built by Captain John McPherson, a Philadelphia privateer, during the wars between Great Britain, France, and Spain, before the Revolution, while owning and occupying this dwelling. John Adams dined here in 1774 with McPherson, and that great statesman pronounced

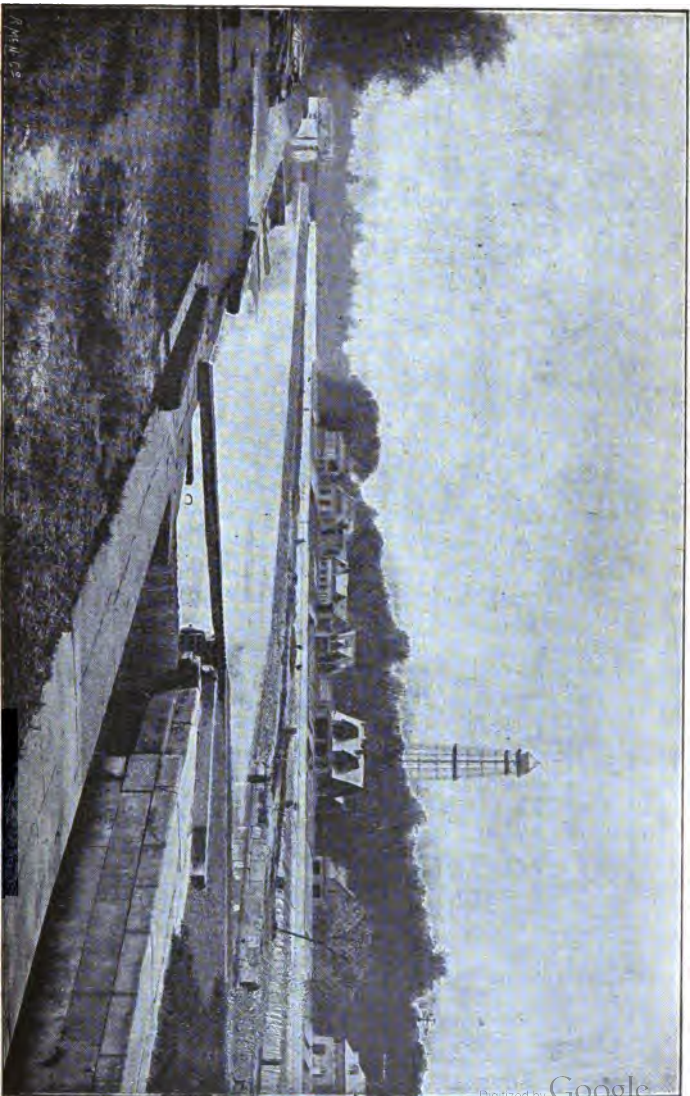
it "the most elegant seat in Pennsylvania." When the Revolutionary War broke out, Major-General Benedict Arnold, then Military Governor of Pennsylvania, purchased the property for his wife, Peggy, the lovely daughter of Judge Shippen. But when Arnold's treason became known the State confiscated the life interest which he had retained. Between 1781 and 1782 the place was tenanted by Baron de Steuben, of Revolutionary fame. General Jonathan Williams, a patriot and commercial agent of the United States in France, from 1777 to 1785, and a judge of the Common Pleas Court in Philadelphia for some time, bought the property in 1796. It is now used as a restaurant, called "The Dairy," and provides light luncheons and milk.

Rockland.—A short distance above Mount Pleasant is Rockland, one of the favorite haunts of picnic and other pleasure parties. The residence was built in the early part of the present century, and is on one of the most picturesque spots in the East Park. Just above the mansion is a promontory from which a beautiful view of the river and the heights beyond may be obtained. There is also a romantic glen in this neighborhood, deeply shaded by majestic trees, and surprisingly cool, even on the warmest days of summer.

Ormiston.—The next place above Rockland is Belleville, and beyond is Ormiston, another interesting point. This property formerly belonged to Edward Shippen Burd, husband of the lady who afterward founded the Burd Orphan Asylum. Pretty nooks and pleasant walks are in abundance here.

Strawberry Mansion.—Rivaling Rockland as a favorite spot for pleasure parties is Strawberry Mansion, north of Edgely, the next place beyond Ormiston. Here is a good restaurant and many conveniences for the comfort and pleasure of visitors, both adult and juvenile. The mansion stands near the river, on a lofty elevation, surrounded by monster trees that appear to have stood there for centuries. As at Lemon Hill, daily open air concerts are given during the summer, by a band employed by the city, and this, as well as the beautifully laid out surrounding grounds, serve to draw thousands to the spot all through the summer months.

Woodford Mansion.—Near the Ridge Road stands Woodford Mansion, occupied now by one of the principal officials of the park. On the grounds immediately surrounding the mansion are several extraordinarily fine specimens of the rare and mysterious Franklin tree, mentioned in connection with Bartram's Gardens.



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Lemon Hill Observatory.

THE SCHUYLKILL RIVER AND BOAT HOUSES—Fairmount Park.

Not far above this point the East Park ends and the Wissahickon Park begins.

Wissahickon Park.

Many who have traveled much pronounce the scenery along the Wissahickon Park among the most charming in the world. The Wissahickon Creek winds in short curves for miles between high and thickly-wooded hills, which are frequently split into romantic gorges, with little streams dashing down them in rapid rifts and small cascades. There is a quiet loveliness attached to every foot of this portion of the park that leaves a deep impression which grows with each succeeding visit. The lower portion of the Wissahickon may be reached by the Ridge Avenue cars and the Norristown Branch of the Reading Road to Wissahickon Station, and to the upper portion by the Pennsylvania Railroad, Chestnut Hill Branch, by taking a walk of some distance. The best method of seeing the whole of this portion of Fairmount Park is to hire a carriage and make a complete day of it. In this case, after reaching Girard Avenue and the park, take the East River Drive to the Wissahickon, and enter at the point where the stream and valley are spanned by the handsome stone bridge of the Norristown Branch of the Reading Road. This bridge, which is 492 feet in length, 28 feet wide, 75 feet high, and has five spans of 65 feet each, adds largely to the attractiveness of the entrance.

Refreshment Houses.—Dotted along the Wissahickon drive are several refreshment houses, but none within the park limits sell either beer or any intoxicating beverages, as such are prohibited by the Commissioners of Fairmount Park. But about a mile and a half up the stream, just outside the limits, and a couple of hundred feet only from the line of the park, is a large hotel where liquors may be obtained. Many years ago, the houses along the Schulykill and Wissahickon were famed for their "cat-fish, coffee, and waffles." To a minor extent the old reputation is sustained by these hostelries.

Fishing.—As the visitor enters the Wissahickon Valley he finds the stream near its outlet dammed, and the waters above placid and deep, and having on its bosom numberless boats which may be hired at the hotels. But a mile or so above, the quiet appearance of the stream ceases, the waters rush rapidly over a shallow bed, dash madly over and around large boulders, flash in rifts, and darken in deep pools. To the eye of an angler, this pelucid creek smacks of a trout stream, which indeed, some twenty miles above the park limits, it is, to a limited extent, but favorable as it appears few trout are seen or caught as far down as Chestnut Hill. For some years the

Wissahickon was one of the best black-bass streams in the State, but, through illegal fishing, few of this great game fish are now to be found there. About a year ago, the *Public Ledger*, through some of its editors, induced the State Fish Commission to heavily stock the Wissahickon with rock bass, calico bass, white bass, yellow perch, and blue sunfish. Several thousand mature fish of these species were placed therein, about their spawning time, and a little later in the year, the *Public Ledger* induced the United States Government to add to the supply. A large number were again put in the creek this year; thus good sport for anglers may be had again in the Wissahickon. Besides these fish, the stream is literally alive with white chubs, which rise eagerly to the artificial fly. As many as fifty fish, ranging from six to ten inches, have been taken from the stream in a single afternoon. By an order of the Fairmount Park Commissioners, fishing is only allowed in the Wissahickon on Wednesdays and Saturdays.

Drives and Pathways.—The Wissahickon drive enters the park on the left bank of the stream, but a little above Rittenhouse Street it crosses by a wooden bridge to the right bank, and follows its sinuosities to the far side of Chestnut Hill, where it enters the Barren Hill Pike, a short distance to the north of St. Joseph's Roman Catholic Seminary. From the river road a footway termed a bridle path enters the valley and cuts along the hillside on the right bank of the creek, and extends to the bridge above Rittenhouse Street. At this point the bridle path is transferred to the left bank of the stream, from whence it runs high up the hillside through deep shade to the northern limits of the park. For convenience of description we will follow this bridle path. For the first mile above the outlet of the creek the path winds about towering rocks and along the verge of steep but low precipices; then the valley broadens out, and a series of fine picnic grounds are reached. From here is a steep ascent for two or more hundred feet to a pretty rustic summer-house.

The Monastery, Etc.—Near here is the "Monastery," a building once occupied by the "Hermits of the Ridge," the remains of a peculiar sect which settled in this neighborhood early in the eighteenth century under the name of the "Women of the Wilderness."

At the head of this body of men was John Kelpius, a young scholar and mystic, who prayed and waited for the coming of the "woman clothed with the sun, with the moon under her feet, and twelve stars on her forehead. She who had fled into the wilderness." The sect came from Germany to America because, from many events and signs, in which the thirty-years' war, the newness of this country, its peculiar situation, etc., it was believed America was the place for the coming of the promised one. The sect did not exist long after

the death of Kelpius, which occurred a few years after his arrival in this country.

On the opposite side of the creek is a fine spring named after Kelpius, and not far away is a romantic Hermit's Glen. The huge rock just below the drive bridge is known as Washington's Rock.

Mom Rinker's Rock.— Taking the bridle path on the east side of the stream for perhaps a short mile, "Mom" Rinker's Rock is come upon. Diligent investigation has failed to satisfactorily explain this peculiar title, though the name Rinker is a familiar one among the early Germantown families. On the top of this rock is placed a statue of William Penn, a gift of the Hon. John Welsh, once minister to England, and who owned the place where the statue stands, before it was utilized for park purposes.

The Caves.— Beyond pretty scenery and romantic spots there is nothing particularly noteworthy until Livezey's Lane is reached. Here, by crossing the bridge to the drive and walking north about two hundred yards, a little stream is come upon, which empties into the Wissahickon, and on the north side of that little stream, twenty-five or thirty feet from the road, is a mysterious artificial cave. It once was entered from the brook, but with years portions have fallen in until now not more than forty or fifty feet of cavern remain. It has two chambers. A hundred yards farther on is a second cave, also the work of man, and a third, now entirely obliterated, existed a few years ago a short distance beyond. There is a tradition that these caves were made by the "Women of the Wilderness," and also that they were the work of Indians. This, however, can not be, since they were made by blasting and drilling tools. What is more probable, is another story that they were made by prospectors for lead and silver during the early part of the present century.

Livezey House.— Crossing again to the bridle path and following it a short mile, the old Livezey House is reached. This old edifice, which was in the hands of the Livezey family for a century and a half before the city included it in the park, was, during the Revolutionary War, a sort of neutral ground where British and American officers met and forgot for a few hours, in the company of the charming ladies, that they were at war with each other. The remains of a pre-Revolutionary mill still stands beside the house.

Devil's Pool.— A short distance above the Livezey House the Cresheim Creek empties into the Wissahickon. At the point where the bridle path crosses it, by a pretty rustic bridge, is a large, dark,

square body of water known as the Hermit's Pool. At one corner beneath an overhanging rock, thrown there, according to an Indian legend, by an evil spirit, is a pretty little cascade. On the other side of this overhanging rock, and at the junction of another huge mass, is a small, deep pool, continually frothing and seething. This is the "Devil's Pool," though that name is sometimes erroneously applied to Hermit's Pool. Among the youth the Devil's Pool is believed to be bottomless.

Lover's Leap.—The rock on the west of the "Devil's Pool," and which is crowned by a rustic pavilion, is known as "Lover's Leap." It derives its name from an Indian legend, to the effect that a mighty chief promised his daughter to the warrior who could outrun his competitors. One of the Indians entering the race was the favored one, but by the fortune of the day the winner was a wiry old warrior, with little to recommend him except his fighting qualities. Distracted by grief the defeated lover and devoted maiden rushed to the rock which overhangs Hermit's Pool, plunged into the waters and were drowned. The vicinity of Devil's Pool and Lover's Leap is a favorite picnic ground.

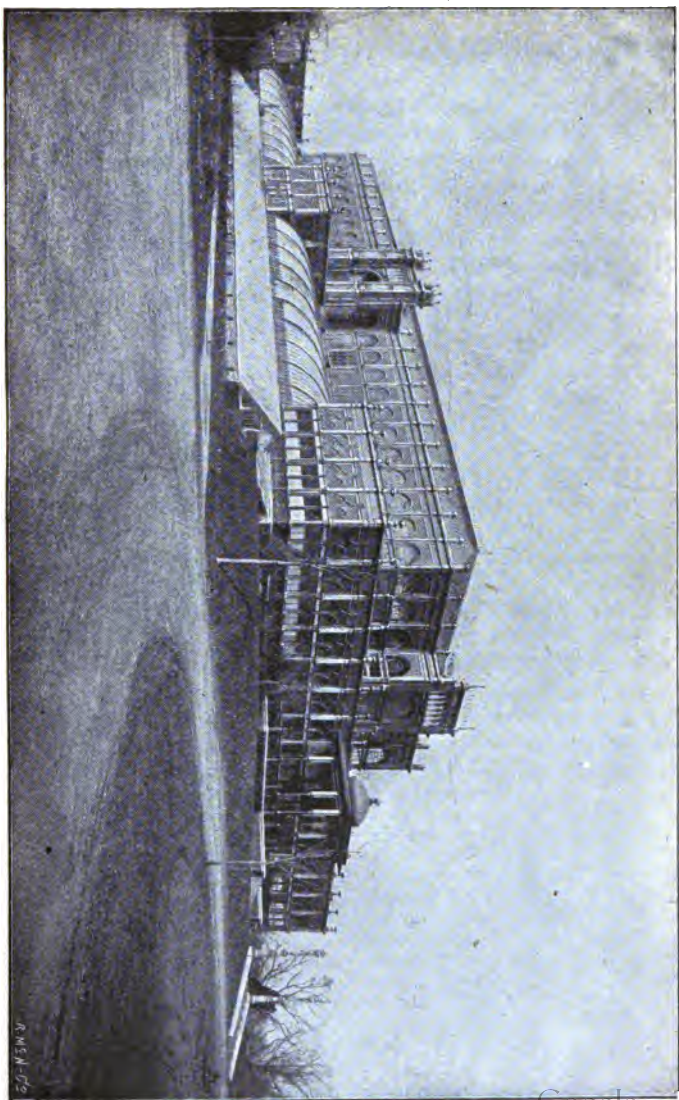
Valley Green.—Above Cresheim Creek is Valley Green, where boats may be hired and a comfortable meal obtained at the quaint old wayside Valley Green Hotel. This is a favorite terminus for many driving parties, though the two or three miles of drive above is full of wild and romantic beauty.

Happy Valley.—A few hundred yards above Valley Green, on the main driveway, is a road called Wise Mill Road; parallel with it for a quarter of a mile runs a broiling little stream. It then crosses the road and enters the deep woods, and a pretty little valley to which "Fabian," a gentle member of the Monks of the Meerschaum, some years ago, on account of its peaceful character, gave the name of Happy Valley. The little stream is full of pretty little cascades from four to ten feet high.

Pro Bono Publico.—Half a mile above Valley Green, on the drive, is the first public fountain erected in Philadelphia. It has a lion's head spout framed by a granite arch, and the water falls into a deep basin cut from a single block of stone. Above are cut the words "Pro Bono Publico," and below the basin "Esto Perpetuo." It was presented to the city in 1854, by Mr. Joseph Cook.

Indian Rock.—Not far above "Pro Bono Publico," on the east side of the creek, high up on the steep hill, stands a huge rock pro-

HORTICULTURAL HALL — Fairmount Park.



jecting from among the tall trees and having cut in its face a large cavern. Surmounting this rock is the wooden effigy of an Indian. According to a legend a hunted Indian sought refuge in this cavern and thus escaped his foes. Not far above, the park limit is reached.

Wissahickon Park is kept, as nearly as possible, in its original wild state, and it is estimated that more than 200,000 trees clothe its steep and picturesque sides.

Almshouse Park.—Twenty-seventh Ward; set apart by ordinance of July 6, 1883. Area, 73.725 acres. Bounded by South Street, Spruce Street, 34th Street, Vintage Avenue, to southern boundary of Almshouse grounds, to Schuylkill River, to South Street. Not available for the public.

Bartram's Gardens.—Bartram's Gardens is in the Twenty-seventh Ward. It was placed in the city plan, July 2, 1888. Its area is 11.080 acres, and it is situated between 53d, 54th, and Eastwick streets and the Schuylkill River. To reach this park take the Baltimore & Ohio Railroad, or the Woodland Avenue branch of the Philadelphia Traction Company, Walnut Street Line. This park is one of the most important in a historical point of view of any of the city's public grounds, and is besides an exceedingly interesting place to visit. It is a portion of the farm of the celebrated botanist John Bartram, and of his almost equally distinguished son William. On these grounds the two established probably the first botanic garden in this country, and nearly every specimen of tree planted was brought by one or the other of them from its native place. A large number of these trees still exist; among the most noteworthy is a huge cypress, which now has a girth of more than twenty-five feet, and is the largest specimen in cultivation. This was brought on horseback from Georgia by the elder Bartram.

Another tree which is still there, though in a dying condition, is one which is surrounded in some respects by the greatest mystery. It is called the Franklin Tree. On one of William Bartram's explorations in the South, he came upon about three acres of a wonderfully beautiful plant, with long, shining green leaves, and large, single, white, camellia-like blossoms. He brought home with him four seeds and planted them in his garden. One of these seeds grew, and in time reached maturity and blossomed. Then Bartram discovered that the plant, although its flower parts were apparently perfect, would not seed. As he recognized the great value of the Franklin Tree for cultivation, he made a second visit to the locality where he first found it, to gather more seeds or secure some plants. But when he arrived every plant had disappeared, and, although the

whole country has since been thoroughly searched, not another plant was ever found in a wild state. Botanists have since decided that the Franklin Tree's mission on earth was about fulfilled when Bartram discovered it, and soon after became extinct, except for the plant then growing in Philadelphia. Nurserymen now only keep the stock up by layering it, and the product in this way is extremely small. From the Bartram Tree are a few fine specimens in Fairmount Park, near the old Thayer Mansion.

Another feature of interest in the Bartram Gardens is the old Bartram House which was built by John Bartram without any outside assistance. It is a quaint structure with a still more quaint inscription, cut by himself in a stone, built in the wall over the front window of the room which he used as a study, and which reads as follows:

"'Tis God alone, Almighty Lord,
The Holy One, by me adored."

An old stone cider-press still stands on the place, and from one portion of the grounds a magnificent view down the river is obtained.

John Dickinson Square.—First Ward; placed in the city plan February 4, 1892. Area, 2.732 acres. Bounded by Tasker, Mom's, and Fourth streets and Moyamensing Avenue. Unimproved.

Disston Park.—Thirty-fifth Ward; opened and laid out by Henry Disston; partial gift to city. Area, 3.108 acres. Bounded by Keystone Street, the Philadelphia & Trenton Railroad, Longshore and Tyson streets. An ornamental square, but presents nothing of especial interest to strangers.

Fairhill Park.—Nineteenth Ward; part of the estate of Joseph Parker Norris, taken by act of the assembly April 6, 1846. Area, 4.411 acres. Bounded by Lawrence, Fourth, Huntingdon streets and Lehigh Avenue. Not particularly interesting.

Stephen E. Fottrell Square.—Twenty-eighth Ward; placed in the city plan March 10, 1892. Bounded by 11th, 12th, York, and Cumberland streets. Unimproved children's playground.

Franklin Square.—Laid out by William Penn on the founding of the city. Area, 6.700 acres. Bounded by Race, Vine, Sixth, and Seventh streets. For many years this plot was used as a graveyard, and many bones of the dead still repose beneath the sod with the headstones laid flat above them. The square is full of handsome trees, and has in the center a large and pretty fountain.

Girard Park.—Twenty-sixth Ward. Area, 27.196 acres. Bounded by 20th, 23d, and Porter streets, Oregon and Penrose avenues. Placed on the city plan April 11, 1890. This is the homestead and farm of the

famous Philadelphia merchant and founder of Girard College, Stephen Girard. Here he lived for years his enigmatical life, driving daily into the city in his one-horse sorry-looking chaise.

Germantown Park.—Twenty-second Ward; bought by the borough in 1854. Corner of Mill and Germantown avenue. A small plot interesting only because it contains a handsome soldiers' monument. Opposite is the Elliston P. Morris house, the executive mansion during the yellow fever scourge of 1793-94, and occupied during that time by President Washington.

Hunting Park.—Thirty-third Ward; presented to the city in 1854. Area, 43.133 acres. On the north side of Nicetown Lane and southeast of Old York Road. To reach this park, which is worth a visit, take the York Road car on Eighth Street, or the 11th Street car to Germantown Avenue, and take York Road car there. This park was purchased and turned over to the city completely improved, with trees, lawns, walks, etc., as a free gift by Alfred Cope and a number of other public-spirited citizens.

Independence Square.—Independence Square is in the Fifth Ward, and is bounded by Fifth, Sixth, Chestnut, and Walnut streets. On it stands Independence Hall, the first United States Supreme Court building, the Senate Chamber and Congress Hall, where the second President of the United States was inaugurated; and the American Philosophical Society Hall. Its area is 4.591 acres, and is handsomely laid out and planted with many rare trees, some of which were the first specimens of the kind planted in America. The square was, before the Revolution, a common where public meetings were held, and where many stirring incidents occurred. Many Presidents of the United States have also spoken to vast throngs in this square. It was placed on the city plan May 19, 1825.

Jefferson Square.—Second Ward; placed on the city plan April 12, 1835. Area, 2.658 acres. Bounded by Washington Avenue, Third, Fourth, and Federal streets. A pretty and shady resting place.

Juniata Park.—Thirty-third Ward; placed on the city plan July 2, 1888. Area, 30.068 acres. Bounded by Cayuga, L. I. streets and Frankford Creek; at present unimproved. This is the estate of Comegys Paul, a member of an old Philadelphia family, and when put in good condition, will be one of the most picturesque of the small parks in the city. It has several pretty ravines and water courses spanned by rustic bridges, and has growing on it a large number of fine trees. The Frankford Creek, on the banks of which it rests, is

here a very pretty stream. At present this park is not easily accessible.

E. C. Knight Park.—Twenty-sixth Ward. A gift of Mr. E. C. Knight, March 8, 1890. Area, 3.636 acres. Bounded by 33d and 34th streets, 41st and 42d avenues, south. Unimproved.

Logan Square.—Logan Square is a second of the five squares plotted by William Penn. It contains 7.834 acres, and is bounded by 18th, 19th, and Race and Vine streets. In its early days it was used as a potter's field, and a place for public execution of criminals. Here also were many yellow fever victims buried. During the Civil War the Sanitary Fair Commission held its fair on this square. It was improved by the city in 1825. Majestic trees are growing plentifully in this square.

McPherson Square.—Thirty-third Ward; placed on the city plan November 29, 1890. Area, 5.739 acres. Bounded by Clearfield, Indiana, E, and F streets. This was originally the home of General William McPherson, a patriot of the Revolution. Prior to that struggle he was an officer in the British navy, but when the war for independence opened he resigned and gave his sword to the land of his birth. He was aid-de-camp to Lafayette for a time, and afterward in command of troops in Virginia. The old homestead is still standing, but nothing has been done by the city towards improving the property. Thus, except to a person interested in seeing an historic house, there is nothing to attract the visitor.

Mifflin Square.—First Ward; placed on the city plan February 4, 1892. Area, 3.627 acres. Bounded by Wolf, Ritner, Fifth, and Sixth. Unimproved.

Wister Morris Square.—Twenty-fourth Ward. About ten acres in extent. A bequest to the city by the will of Wister Morris. Situated on City and Lancaster avenues. Unimproved.

Norris Square.—Nineteenth Ward. Part of the estate of J. P. Norris, taken by act of Assembly, April 6, 1848. Area, 5.776 acres. Bounded by Susquehanna, Diamond, Howard, and Hancock streets. Uninteresting.

Ontario Park.—Thirteenth and Stiles streets. This is a small plot of only about three or four acres and is only worthy of special mention on account of an electric fountain recently erected by Mr. William L. Elkins. It is one of the class which delighted the millions who visited the World's Fair in Chicago by the gorgeous hues of the water tinted through colored electric lights. The new fountain in

Ontario Park is sixteen feet high and has three basins of ornamental design. Each basin above the first is supported by finely carved figures, and seven different spreads of water are thrown out, one for each day in the year. These spreads are not worked automatically, but by means of a keyboard. The fountain is lighted by three lights of thirty-two candle-power each and of 110 volts. The colors thrown are three in number — red, white, and green.

Passyunk Square.— Twenty-sixth Ward; placed on the city plan March 18, 1871. Area, 3,639 acres. Bounded by Wharton, Reed, 12th, and 13th streets. A cool resting place in summer.

Pleasant Hill Park.— Thirty-fifth Ward. A gift, November 11, 1889. Area, 3,397 acres. Bounded by Linden Street, Delaware Avenue, and Delaware River. Unimproved.

Rittenhouse Square.— Rittenhouse Square, the third of the five squares plotted by William Penn. Is bounded by 18th, 19th, and Walnut streets and Rittenhouse Square. Of the four original corner squares this is the only one which was never used as a burial ground. It was left as a neglected lot until 1825, when measures were taken to improve it. It has an acreage of 6.219. It is in the most fashionable part of the town, magnificent brown-stone structures surround it, and the owners take great pride in seeing that the square always looks well.

Shackamaxon Square.— Eighteenth Ward; placed on city plan April 30, 1850. Area, about $\frac{1}{4}$ of an acre. Bounded by Frankford, Lawrie, Beach, and Manderson streets. It is occupied partly by a public bath house.

Starr Garden.— Seventh Ward. Partly a gift of Miss Halliwell, and partly taken by city ordinance. This square is in the heart of the slums, and much attention is being given its improvement, and large sums of money are being expended to enlarge and improve it. Part of this square is under the partial control of a benevolent slum organization, known as the College Settlement. The park is in the vicinity of St. Mary's Street and Seventh and Eighth.

Stenton Park.— Stenton Park is in the Twenty-second Ward, near Wayne Junction, on the Chestnut Hill Branch of the Reading Railroad. It is bounded by 16th, 18th, Wyoming, and Courtland streets, none of which are fully opened. The park embraces 14.099 acres, and is partly a gift (though not yet surrendered), and partly by ordinance of councils of July 2, 1888. This place, which, while it may under some reservations be visited, is not yet, and probably will

not be for some time, open to the public, is one of the famous ones of old Philadelphia. It was the home of William Penn's Colonial Secretary, James Logan. The old mansion in which James Logan lived is still standing and in perfect order, and is occupied by descendants of the family. Thus it is, though on the city plan, not yet in the city's actual possession. It is one of the places to see, but a polite request should be preferred of the present owners, who have absolute rights to refuse if they see fit.

Susan Gorgas' Park.—Twenty-first Ward. Situated on Ridge Avenue. About four acres. A gift of the late Susan Gorgas of West Chester. Unimproved.

Huron Square.—A small, uninteresting, triangular strip, in the Nineteenth Ward.

William Penn Treaty Park.—Treaty Park is in the Nineteenth Ward, on the Delaware River, west of Beach Street and north of Hanover. It is a small tract of 2.593 acres, but one of the most notable events in the history of colonial Pennsylvania occurred here. On this spot, under the spreading branches of a huge elm, destroyed only a few years ago, William Penn made his famous treaty with the Indians. It was placed on the city plan as a park March 10, 1892, and was put in good condition with pretty appointments, and opened to the public, with imposing ceremonies, on July 4, 1893.

Union Square.—An uninteresting little plot in the Twelfth Ward.

Vernon Park.—Twenty-second Ward; placed on the city plan November 29, 1890. Formally opened to the public July 4, 1893. Now undergoing improvement, but well worth while to visit if in the neighborhood, as it has some historic interest and many rare and beautiful trees. It contains 7.975 acres. On the occasion of the opening a great meeting was held, and a huge parade given, in honor of Prof. Thomas Meehan, the father of the Small Parks Movement, and who resides in that ward, and a large silver memorial presented him by citizens of Philadelphia, for his successful efforts in behalf of the increase of public greens. Vernon Park was the homestead of one branch of the Wister family, and the old mansion, one of the handsomest of the colonial residences, stands amid a great grove of trees in the center of the park. Many of the trees in this place were collected by Kin, a famous and eccentric botanical collector of the early part of the present century.

Washington Square.—Washington Square occupies the fourth corner of the city, as originally laid out by William Penn. It is in

the Fifth Ward, diagonally across the street from Independence Square, and is bounded by Walnut, Locust, Sixth, and Seventh streets. It has an area of 6.689 acres, and for many years was a great attraction to tree lovers from all over the country, on account of the splendid collection of deciduous trees planted there. It was in fact an arboretum unexcelled in America. No two specimens were alike, and many were very rare. Of late years, this feature of the square has been neglected, silver maples and other such ordinary trees taking the place of those which died. Before the city improved this plot it was used as the city's chief potter's field, and during the yellow fever scourge of 1793-94 hundreds of victims were buried there. In the center of the square stands a neat soldiers' monument.

Waterview Park.—Twenty-second Ward. This is a gift of the Haines estate, and is to be used exclusively as a children's playground. It is at present an unimproved lot, having on it an old stone farmhouse.

Weccacoe Park.—Third Ward. A small plot taken by the city July 2, 1888. Once the site of an old graveyard. It is near the slum district, and is only important as a breathing spot for the poor of Philadelphia. It was suggested for public purposes by a poor washerwoman who lived in the vicinity.

Wharton Square.—Twenty-sixth Ward; placed on the city plan April 11, 1890. Area, 3.810 acres. Bounded by Wharton, Reed, 23d, and 24th streets. Unimproved.

Wamrath.—Twenty-third Ward; placed on the city plan March 10, 1892. A small unimproved plot, bounded by Kensington and Frankford avenues and Green Street. Intended chiefly as a finishing touch to the two first-named avenues, which come together at this point.

Other Plots.—A number of other sites are under consideration by the city, most of which will probably be taken.

Drives.

Philadelphia has many pretty drives, the chief of which of course are those through Fairmount Park. Others lead to and through the many handsome suburbs. During the summer months usually there are "tallyho" coaches under the charge of gentlemen drivers, who, for certain fees, take persons over some of the handsomest of these drives, notably the one which passes along the romantic Wissahickon Creek. Those who can not avail themselves of this method of conveyance

may secure carriages by application at the clerk's desk in the hotel they are stopping at, or by district messenger call.

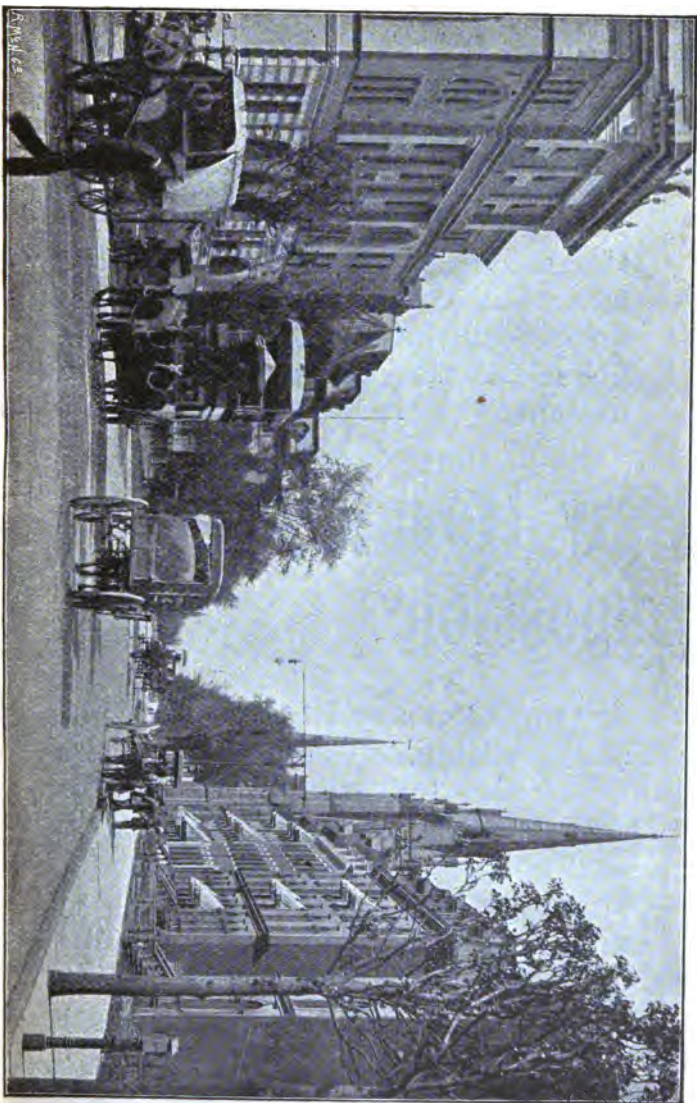
Broad Street.—A pleasant afternoon drive may be made on North or South Broad Street, which has been asphalted nearly its whole length, and is considered by the city as one of its principal urban driveways.

Spring Garden Street.—Spring Garden Street, west of Broad, is also used to a great extent for pleasure carriages, particularly by those who are on their way to the chief drives in the park.

Park Drives.—The East drive and West River drive in Fairmount Park have already been mentioned. A carriage trip north on the first, from the Green Street entrance of the park to Wissahickon, thence to Indian Rock and return to Wissahickon Crossing, the Schuylkill, and home by the West River drive, will afford a long but delightful outing—the best probably that could be taken.

Belmont Drive.—This is also a park drive and was mentioned in connection with West Fairmount Park. This drive may be taken in conjunction with the Lansdowne drive, and next to the East and West River drives would perhaps give the greatest pleasure.

Other Drives.—Drives to some of the outlying districts, particularly to Germantown, Chestnut Hill, and Bryn Mawr, are very prolific in beauty and interest. The best routes can be furnished by the drivers of the carriages.



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V.

A TOUR OF THE CITY.

Philadelphia is so large, and there is so much of interest to see, that unless the visitor intends making a protracted stay, it is simply out of the question to visit a tenth part of what is to be seen. A few brief suggestions are therefore here given, by which a fair amount of pleasure may be gathered in a short space of time.

Up Broad Street.

Some years ago, by ordinance of councils, railway tracks were removed from Broad Street, except on the northern and southern ends, in order that the people might have a magnificent driveway. The avenue, which is 120 feet wide, was then paved with sheet asphaltum, and became, with the exception of a short distance north and south of Market Street, a thoroughfare lined with palatial residences. Two lines of double-deck omnibuses pass up and down this highway, and a round-trip ride on one of these conveyances is well worth taking. On the upper deck, which is made use of alike by ladies and gentlemen, smoking is allowed, and no more persons are allowed in any part of the vehicle than it will seat. The round trip costs 10 cents. The transfers and exchanges made with street railways will be found under the head of STREET RAILWAYS.

A Fine Group of Buildings.—Starting at Chestnut Street, the 'buses pass around City Hall and enter Broad Street again on the north side of that magnificent structure. At once a fine group of buildings are come upon. On the northeast corner of Broad and Filbert streets is the imposing structure known as the *Masonic Temple*, and next to it is the handsome *Arch Street Methodist Episcopal Church*. On the west side are the equally fine edifices occupied by the Evangelical Lutheran and Baptists, respectively. Above, on the west side, is the quaint but striking building known as the *Academy of Fine Arts*, and opposite the recently completed

Odd Fellows' Temple, one of the most magnificent structures of the kind in this country. Between Race and Spring Garden streets are several large and striking buildings of a public or semi-public character. The first of these is the Gothic edifice of the *Hahnemann Medical College* on the west side of Broad Street, above Race. The next structure of interest stands at the northeast corner of Broad and Vine streets. It is a stately pile of marble and granite, and is the *Catholic High School*. Beyond, on the southwest corner of Callowhill Street, is the attractive armory of the *First Regiment*. Directly opposite, on the north side of Callowhill Street, is a dilapidated wooden structure extending to 13th Street. This is the original dépôt of the Philadelphia & Reading Railroad Company, and while a wretched enough looking affair now, when built, about half a century ago, was considered a handsome and commodious railroad depot. From Pennsylvania Avenue, along which the tracks of the Philadelphia & Reading Railroad run, on the west side, to Spring Garden Street are the famous *Baldwin Locomotive Works*, giving out deafening sounds from the multitude of steam and hand hammers. Spring Garden Street, at the point where it intersects with Broad, is an attractive thoroughfare of unusual width. It is lined with neat buildings, and through the center extend grass-plats planted with trees and dotted with fountains and flower beds. At the northeast corner stands the *Spring Garden Institute*, and on the opposite or west side the new *Public High School* is in process of erection. Above the Spring Garden Institute and extending from Green to Mount Vernon streets is a lot in the center of which stands a large, old-fashioned, square, plain brick building. This is the *Boys' Central High School and School of Pedagogy*—a public institution under the control of the Board of Education. At this point we come upon another group of fine church edifices, prominent among which, on the east side, is the architecturally unique *Jewish Tabernacle*.

Shortly after passing this group of churches Fairmount Avenue, formerly known as Coates Street, is reached. Here also Ridge Avenue, starting at Ninth and Vine streets, a thoroughfare running diagonally in a northwest direction, intersects. Between Chestnut Street and this point there are little else than public institutions and business houses, but, beginning with Fairmount Avenue, residences begin to appear, though occasionally a large and interesting public or semi-public building is found. At the corner of Fairmount Avenue is the *Lorraine Apartment House*, a handsome eight-story building,

one of the few structures of the kind in Philadelphia. Across the street is the neat edifice known as the *Park Theater*. The residences which are now come upon are at first of the old-fashioned type, so much affected in the city half a century ago, of pressed brick, with arched doorways, and steps of white marble, but as one proceeds northward more modern and palatial homes are met with. The first of these is at the southwest corner of Broad and Poplar streets. It is a handsome white marble building set well within spacious grounds surrounded by fine trees and shrubbery. Here the late Charles J. Harrah, who was one of the great street railway magnates, lived and dispensed princely hospitality. From Girard Avenue to Berks Street there is almost an unbroken succession of magnificent and palatial residences, the owners of which represent millions upon millions of dollars. Beginning at Girard Avenue on the northwest side, we observe a pair of huge brownstone buildings, having broad and gracefully sweeping steps leading to the entrances. The corner house is the P. A. B. Widener and the other the Wm. L. Elkins residence. These gentlemen are widely known from the great railway properties they control. On the same side of Broad Street, but above Jefferson, is one of the few structures in that vicinity not devoted to dwelling purposes. This is the *New Mercantile Club* quarters, and the structure, built of light brick richly ornamented, is one of the most striking buildings on North Broad Street. Near by on the same side is the beautiful city home of William M. Singerley, proprietor of the *Record*, and nearly opposite is the lovely residence of Mr. Hamilton Disston, the head of one of the greatest saw manufactories in the country. A lawn adorned by a fine fountain adds to the attractiveness of the place. At the northwest corner of Broad and Oxford streets is the fine edifice of the *Columbia Club*. Between Columbia Avenue and Berks Street is the *Grand Opera House* on the west side, and a number of handsome churches, conspicuous among which, at the corner of Berks, is the *Temple Baptist Church*. Opposite is *Monument Cemetery*, one of the prettiest of the many cities of the dead in Philadelphia. Unless the visitor has an abundance of time on hand it is not advisable to proceed north on Broad Street farther than Berks, for, although there are numerous buildings of interest above, the main features have been reached and passed. By retracing the steps to Columbia Avenue, if the visitor desires it, a car can be taken westward to East Fairmount Park. But for those who have already been there, or who wish first

to see more of the city's fine residences, we shall retrace our way by the 'bus to Chestnut Street and continue on down South Broad Street.

South Broad Street, from Chestnut to Pine.—Broad Street, south of Chestnut, does not contain as many magnificent residences as are found on North Broad, nevertheless there are some of great interest and beauty. Between Chestnut and Pine by far the greater number of buildings are given over to other uses than private residences. Between these points are grouped some of the finest hotels in the city. The *Union League Club* at one corner of Sansom Street; the *Art Club* building, 220 South Broad Street; the *Academy of Music*, Broad and Locust streets; the *Broad Street Theater* opposite, and several churches, go toward making up a series of architecturally handsome structures in this locality. While most of the edifices between Chestnut and Pine streets are, as first remarked, mainly for other purposes than for private families, there is a notable exception at the northeast corner of Broad and Walnut streets. This is the property of the late Mrs. J. Dundas Lippincott. The elegant homestead fronts on Walnut Street and the grounds extend clear to Sansom Street. It is unfortunate that a high brick wall shuts out the view of the well-kept grounds, but a few trees, rising above it, hint at the beauty hidden there. Three of these trees have a national reputation. One, at the north end of the grounds, is a fine Southern magnolia, almost the only large specimen of this tropical tree north of the Mason and Dixon's line; on the west side of the house and overhanging the sidewalk is a hawthorne tree, the largest specimen in America; on the east side is a huge elm, the branches of which reach nearly across Walnut Street, and all three have interesting histories. Few of the residences south of Pine have, like so many on North Broad Street, surrounding lawns. One of the notable exceptions is the fine new brownstone residence of Ex-Mayor Stuart, 1538 South Broad Street. Here there is a fine side lawn. Among the notable houses in this section of the city is that of John G. Johnson, 504 South Broad Street, who owns a fine collection of paintings; and Mr. Dailey's residence, 510 South Broad Street, formerly the home of Mrs. Bloomfield H. Moore. Opposite is the mansion of Mr. E. S. Willing. The 'buses run as far south as Jackson Street, to the entrance of the *Methodist Hospital*, the buildings of which are among the handsomest of the kind in the city.

West Walnut Street and Vicinity.—It has been jokingly said of Philadelphia, that all those with newly acquired riches have their

fine residences on North Broad Street and the thoroughfares running parallel with or at right angles to it, while all the old-time wealthy families congregated on West Walnut Street and vicinity. While this is not altogether true, it is certain that a large number of those with well-filled purses, who date their ancestry long before Colonial times, do live west of Broad Street between Arch and Pine, though quite as many more are to be found scattered all over the southeastern part of Philadelphia, some of the residences even being surrounded by slum districts. There are some of the very old-timers who cling to the old homes in which their fathers, grandfathers, and great-grandfathers were born, lived, and died, despite the unsavory environments which appeared in later years.

In making a tour of what may be termed West Walnut Street and vicinity, the visitor had better start afoot on Chestnut Street in a westerly direction. For the first square or two, stores and dwellings are found intermingled, the former predominating. At the corner of 19th and Chestnut streets is the first striking residence, a large, square, white marble building, with extensive side and front lawn. This is the home of Mrs. Jayne, widow of the late Dr. David Jane, whose "Expectorant" is so widely famous. Close beside is the house occupied by the late Marcellus McDowell, at one time a great tobacco man. It is one of the most striking places on West Chestnut Street. At one corner of Aspen, between 21st and 22d streets, is the quaint and beautiful *First Unitarian Church*, of which the much-beloved and venerable Rev. Doctor Furness is pastor emeritus, and on the other corner is the handsome *Second Reformed Church*, having Bishop Nicholson in charge. Nearly opposite is the *Rittenhouse Hotel* formerly the Rittenhouse Apartments. Close by is the *Church of the New Jerusalem*, one of the finest church edifices in the city.

Passing down 22d Street to Walnut, the northwest corner is occupied by the *Church of St. James*. Diagonally across, at the southeast corner, is a fine, large, white marble pile. It was here that the late George W. Childs lived and died. The residences in this section of Walnut Street are mostly large and elegant brown-stone structures, all pretty much alike and occupied by some of Philadelphia's most exclusive members of society. At 19th and Walnut is the *Wilstach House*, wherein for many years was the superb collection of paintings which have now become the property of the city through the will of Mrs. Wilstach. Opposite this house

is the *Church of the Holy Trinity*, the most fashionable church in Philadelphia. This brings the visitor to Rittenhouse Square, which is described elsewhere, except as to a finely-executed bronze group of the Lion and the Serpent, by Barrie, placed in the square by the Fairmount Park Art Association. On the north side of the square is the home of the *Rittenhouse Club*, and the odd but elegant house at the corner of 18th is occupied by Col. A. J. Drexel. At the corner of 17th Street, on the south side of Walnut, is the home of Dr. J. M. De Costa, Philadelphia's greatest physician. To the east, on the same side, is the residence of Dr. S. Weir Mitchell, the famous physician, novelist, and poet, and the man who, in the estimation of many, has succeeded to the mantle of the gentle Oliver Wendell Holmes. Number 1530 Walnut Street is an elegant brownstone house, the home of Ex-Mayor Edwin H. Fitler, an extensive rope manufacturer.

West Spruce Street.—Spruce Street west of Broad is inhabited almost exclusively by some of the oldest and wealthiest families in Philadelphia, but whose names are not widely known except in social circles. One of the notable exceptions is Mr. Ferdinand J. Dreer, who lives at 1520 Spruce Street. Mr. Dreer's collection of autographs is famous the country over, and he himself is one of the few living persons in Philadelphia who had an acquaintance with any distinguished Revolutionary heroes. He was a personal friend of Lafayette, and was one of those who received that historic character on his visit to this city in 1826.

Locust Street.—Locust Street contains a long list of notables, most of whom, however, are grouped about Rittenhouse Square. At 19th Street and Rittenhouse Square is a large colonial house, the residence of Mrs. John Harrison, and close by is the handsome home of Mr. C. C. Harrison, Provost of the University of Pennsylvania, whose gift of half a million dollars to that institution was recently announced. At the south corner of 18th and Locust streets is the new residence of Mr. George W. Childs Drexel, the publisher of the *Ledger*. This structure is one of the handsomest in that section, and may be considered one of its chief landmarks. Of the whole of Locust Street the most attractive part is that known as the *Harrison Block*, which extends from 17th to 18th streets. There is probably no other row of houses in Philadelphia so unique or handsome, or which approaches it in appearance. The houses themselves are odd and of the kind of architecture affected half a century ago, with



BETZ BUILDING—Broad Street and South Penn Square.

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Brown's
Ginger
Will Cure
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area gardens in front and high steps extending to the doorways. But the striking feature is the gardens, or rather the garden, in the rear of the block. In the whole square there is not a dividing fence or line of any description. It is one pretty park or lawn, with flower beds, fountains, shrubbery, and other features to delight the eye. Standing on 17th Street the visitor has an unobstructed view over this plot to 18th Street.

East Chestnut Street.

A few words concerning Chestnut Street will be found in the last part of this chapter relating to a shopping trip, but the stranger will naturally have the greatest interest in the public buildings. Many of these are on Chestnut Street, but as a large number are located elsewhere it is thought better to group them all together at the end of the present chapter, merely giving here a tabulated list of those on Chestnut Street or close beside it.

City Hall. — Broad, above Chestnut.

The Mint. — Chestnut, below Broad, north side.

Post Office. — Ninth and Chestnut.

Congress Hall. — Sixth and Chestnut.

Independence Hall. — Chestnut, between Sixth and Fifth.

Senate Hall. — Fifth and Chestnut.

American Philosophical Society. — Fifth, below Chestnut.

Custom House. — Chestnut, between Fifth and Fourth.

Carpenter's Hall. — Rear of south side of Chestnut, between Fourth and Third.

Stately Buildings. — Philadelphia can boast of its stately buildings, although, on account of its vast area and the more conservative character of its citizens, they are much more widely scattered than in either New York or Chicago. Thus, at first appearance it would seem as though, for a large city, there were few singularly handsome structures for commercial purposes. Chestnut, Market, Third, and a number of other streets, however, can exhibit some splendid specimens of architecture, and year by year many others are being added.

Lofty Buildings. — The large area given over exclusively to business, and the facilities afforded the people of the city to have separate homes of their own, render unnecessary very many buildings of what are known as the "sky-scraping" type. But some of these are to be found also.

Betz Building. — One of the most conspicuous of these is the Betz Building, a lofty structure of thirteen stories, on Broad Street.

above Chestnut. It was erected by John Betz, a wealthy brewer, and is occupied almost exclusively by business offices.

Girard Building.—Adjoining it and fronting on Chestnut Street is the Girard Building. It is the property of the Girard Trust Company, and its hundreds of rooms are given over to lawyers and business purposes.

A Fine Group.—The finest group of buildings, all things considered, is on the north side of Chestnut Street, from Ninth almost to Tenth. These are occupied by the Post Office, the *Record*, the Mutual Life, the Penn Mutual, and the City Trust Company. Although built at various periods and from the plans of different architects, care has been taken in each instance that the last structure erected should harmonize with those preceding it. Thus the general effect is of one great palatial edifice, with graceful curves and bold outlines.

Banks and Financial Institutions.—Between Tenth and Third streets are clustered many of the finest bank, insurance, trust, and other financial institutions in the city. Each seems to have endeavored to outdo the other in the magnificence of the architectural effects. All of these institutions have their names plainly on the fronts where they may be seen at a glance and without inconvenience. Further particulars of some of these financial institutions will be found in a chapter by itself.

The Drexel Building.—At the corner of Fifth and Chestnut streets stands the Drexel Building, the home of the world-renowned banking house of Drexel & Co. It immediately attracts attention by its elegant simplicity, combined with its immensity. Although but eight stories high, its roof towers far above ordinary ten or twelve story structures, and a view from there is inexpressibly grand. The utmost confines of Philadelphia may be seen, and to the northward the hills bounding the beautiful White Marsh Valley. Visitors are admitted to the roof of the Drexel Building daily, except Sunday, from 9.00 A. M. until 4.00 P. M.

Government Buildings and Offices.

The Mint.—East on Chestnut Street, a few doors from Broad, on the north side, is seen a marble building with a Grecian portico standing a little back from the pavement. This is the United States Mint, one of the city's great attractions to visitors. The first Government mint in this country was established in Philadelphia in



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1792, near Seventh and Market streets, which had for its first director David Rittenhouse, the famous astronomer. It was moved to its present location in 1833. For many years it was the only mint in the country. Visitors are admitted daily, except Sundays, from 9.00 A. M. to 12.00 noon, and are escorted, from the door throughout the building, free, by conductors provided for the purpose. In making the tour of the mint the following route is taken: The deposit room, where the gold and bullion is received; the copper-melting room, in which ingots for minor coinage are cast; the gold and silver melting room; the rolling and cutting room; the coining room, where the coins are stamped; and, finally, the cabinet, in which is the finest collection of coins in the United States. The mint site, large as it is, has long proved inadequate to the needs of the Government, which has, therefore, purchased a large tract of land at 17th and Spring Garden streets, where a new and very much larger building is to be erected.

Post Office.—The post office stands at the northwest corner of Ninth and Chestnut streets. It is a splendid pile of four stories, built of dressed granite, and is surmounted by a dome reaching one hundred and seventy feet above the pavement. It extends all the way on Ninth Street from Chestnut Street to Market Street, and one hundred and seventy-five feet on each of these two last-named thoroughfares. Its many entrances are all on Ninth Street, and the different departments of the office are all located on the first floor. A long corridor extends from near Chestnut to near Market, and at each end are broad stairways and elevators reaching to the upper floors. The edifice cost the Government \$8,000,000. In addition to the building at Ninth and Chestnut streets there are many sub-postal and receiving stations located in different parts of the city, as the exigencies of business demand.

United States Courts.—The Circuit Court of Appeals, the Circuit Court, the District Court, and the United States Commissioners, with powers of commitment for offenses against the United States laws, are located in the post-office building.

Coast and Geological Survey.—These Government departments are also located in the post-office building, at Ninth and Chestnut streets, as are also the Lighthouse Board and the Internal Revenue office.

Signal Service.—At the top of the post office, and occupying the dome and part of the roof, is the Signal Service Bureau, a favorite resort for inquiry on a hot day.

Custom House.— On the south side of Chestnut Street, between Fifth and Fourth, is a strikingly handsome white marble building, approached by a long flight of steps. This is the United States Custom House. The structure, which was completed in 1824, is modeled after the Parthenon at Athens, and is regarded by connoisseurs as a fine specimen of Doric architecture.

United States Treasury.— The Custom House officials occupy only the Chestnut Street front of this structure. That part which fronts on Library Street is taken up by the United States Treasury and Sub-Treasury departments.

Frankford Arsenal.— From the Custom House the visitors should visit the Frankford Arsenal, situated upon Tacony Road and Bridge Street. Here are a number of buildings devoted to many military purposes. Blank and ball cartridges, rifles, carbines, and pistols are manufactured, along with other implements of warfare, including ordnance occasionally. The grounds contain many curiosities, including trophies taken at various times from France and England. The arsenal was established in 1816. To reach the Frankford Arsenal take the Third Street cars, Bridesburg branch.

Schuylkill Arsenal.— The Government has a second arsenal in Philadelphia, which is called the Schuylkill Arsenal. This is situated at Gray's Ferry Road, and is reached by taking the Pine Street cars. Four buildings occupy the eight acres which constitute the property, and here are made uniforms, bedding, tents, etc., which are used by the army and navy. Among the interesting exhibits in one of the buildings is a collection of wax figures clothed in the various uniforms used from colonial times to to-day. This arsenal was established in 1800.

Naval Asylum.— On the Gray's Ferry Road, at the corner of Bainbridge Street and extending to Sutherland Avenue and the Schuylkill River, is the United States Naval Asylum, established in 1826. Twenty-five acres or more surround the handsome edifices devoted to the housing of old sailors. The main edifice is three stories high, and is built of white marble, and has accommodations for 300 or more persons. Other buildings are occupied by the governor of the asylum, the surgeon, and various officials. Among the curiosities shown are two small brass cannon, said to have been captured by Commodore Charles Stewart, of the frigate *Constitution*, in an engagement with the British ship *Levant*, February 25, 1815. The cannon were cast in 1756.

Navy Yard.—In 1876 the United States removed its Philadelphia navy yard to League Island, which lies in the Delaware, just off the mouth of the Schuylkill, and is about seven miles from Broad and Chestnut streets. To reach it the visitor should take the Broad Street omnibus south as far as it goes. At this point other 'buses running at regular intervals to League Island are found. The island is about two miles long and a quarter of a mile wide, and contains nearly a thousand acres. In the harbor of the back channel are moored a large number of vessels of the Civil War, and other war ships out of commission. Upon the island are a number of large buildings occupied for various purposes, and the whole place is exceedingly interesting to visit.

City Buildings and Offices.

City Hall.—Undoubtedly the most magnificent building in Philadelphia is City Hall, a structure begun in 1871 and not yet completed. It has already cost, including the furnishing, some \$18,000,000, and it is thought several more million dollars will be expended before it leaves the hands of the Building Commissioners. The tower which stands at the north extremity of the building is 550 feet high, and, excepting the Washington Monument, is the highest building in the world, overtopping the tallest spire of Cologne Cathedral by 37 feet 3½ inches. The City Hall occupies what in the early days of Philadelphia was known as Center Square, and later as Penn Square. Here was situated the first water works, and when excavations were being made for the foundations many of the old wooden water mains originally laid were dug up. Intersecting Broad and Market streets, this great pile of marble and granite, surmounted by its lofty tower with its statue of William Penn for a finish, is one of the first striking objects to visitors arriving either by the Pennsylvania or Reading railroad lines. It is built in the form of a hollow square with passageways connecting both Broad and Market streets. It is four stories high in theory, but actually has eight floors, each of which contain a multitude of rooms of more than ordinary loftiness. Besides, there are center and corner pavilions with attic stories, and occupied by octagonal staircases. These staircases are among the wonders of the country, being of polished granite, and what are popularly known as "hanging" staircases, that is, projecting from the side walls and having no outside support. There are nearly eight hundred rooms in the building, which are occupied as rapidly as

they are completed by the various city offices. Already the mayor, State court and county courts, tax, treasurer, water, survey, and other important bureaus and departments are lodged in City Hall. Notwithstanding that there are so many rooms, and that the building is so immense, it is comparatively an easy matter to find a designated number, from the fact that to each floor an even one hundred numbers have been assigned, commencing at the north or tower side and following around the building to the east, south, and west fronts, returning to the north entrance. As added simplicity, twenty-five numbers have been assigned to each quarter of the building, and those rooms facing the street are given the even numbers, and those fronting the courtyard the odd. Elevators are running constantly during the week from the ground to the top floor, and until night-fall visitors have the free run of the roof, from which is a magnificent view of the city. After night no one is allowed on this portion of the structure. As it is yet incomplete visitors are not allowed to ascend the great tower without a special permit from the Building Commissioners. At the time of writing (1895) it would be useless to designate the rooms occupied by departments or bureaus, because many of them are at present only temporarily located. It is the intention to ornament the great sidewalk surrounding the City Hall with statues of heroes of the late war. At present only two of these mementos are in place. One stands at the north entrance and is an equestrian statue of General Reynolds, who fell at Gettysburg. The other is a statue of the same character of General Meade. It is placed at the northwest corner of the building.

Prisons.

Eastern Penitentiary.—The Eastern Penitentiary is a State institution, and occupies a lot of nearly eleven acres on Fairmount Avenue, between Corinthian Avenue, 22d Street, and Brown Street. It is of the Castellated style of architecture, and is used for the confinement of those convicted of the more serious grades of crime in Philadelphia and Eastern Pennsylvania. The prison proper consists of a central building, from which the corridors radiate as from the spokes of a wheel. By an arrangement of mirrors, the entire length of every corridor can be seen by the watcher in the center. Theoretically only one prisoner occupies a cell during his incarceration, and his identity is rigidly kept from his fellow prisoners and casual visitors. When brought into the presence

of each other or of visitors, the prisoner wears a mask and is known by number only. The solitary-confinement principle of this penitentiary was severely criticised by Charles Dickens in his "American Notes," through being imposed upon by sundry prisoners with whom he held converse; one in particular, who afterward became known as "Dickens' Dutchman," hoodwinking him entirely, and arousing an undeserved commiseration. The prisoners are taught useful handicrafts, and have the use of a library containing nearly 10,000 volumes. Persons are permitted to visit this institution by ticket obtainable from the inspectors, the names and addresses of whom may be obtained from the city directory. The Fairmount Avenue branch of the People's Traction Lines pass the entrance of the prison.

County Prison.—The County Prison, or Moyamensing Prison as it is otherwise called, is on Passyunk Avenue, near 10th Street, just below Reed, in the southern part of the city. It is a huge, square building of the Tudor style of English castle architecture. To visit this prison, take the 10th Street cars. Permits may be obtained from the mayor's office.

House of Refuge.—The institution known as the House of Refuge, for the reformation of unruly boys and girls, has two locations, one on a lot extending from Parrish to Poplar streets, and from 22d to 23d streets; and the other at Glenn Mills, on one of the branches of the Pennsylvania Railroad. The first is occupied by girls, and the second by boys. In the Glenn Mills institution the cottage plan is in vogue, with excellent results. A card from any of the managers will admit visitors.

House of Correction.—The House of Correction is on the line of the Pennsylvania Railroad, on the banks of the Pennypack Creek at its junction with the Delaware River. The tract of land on which the institution stands occupies between two and three hundred acres. The prison or workhouse consists of a main building, in which keepers and officials reside, and a number of extensive wings for the prisoners. The place is for the reception of vagabonds, drunkards, and persons guilty of slight offenses. Admission tickets may be had from any of the managers.

New County Prison.—The New County Prison is almost directly opposite the House of Correction, and is now in course of erection. It is more than double the size of Moyamensing Prison and is being constructed to hold in the neighborhood of two thousand prisoners.

The Morgue. — That grewsome institution, the Morgue, to which are taken the dead bodies of unknown persons found in the rivers or streets, is at 1307 Wood Street.

Almshouse. — The Almshouse, generally called Blockley from the original name of the township in which it is situated, is on the west side of the Schuylkill River, south of the Darby Road or Woodland Avenue. The Philadelphia Hospital, which is connected with the establishment, is the oldest in the United States, it having been founded in 1732. The average daily population of the Almshouse is about 4,000. Visitors are admitted by ticket from any member of the Board of Charities.

The Lazaretto, or Quarantine Station, is on Tinicum Island, near the mouth of the Darby Creek, in the Delaware River. The Lazaretto is under the control of the Board of Health, and its officials examine all incoming vessels concerning the health of the passengers and crews and the sanitary condition of the vessels before permitting them to pass into port. The Government and State also have partial control of the station.

Public Schools.

The public schools of Philadelphia are under the control of a Board of Education appointed by the judges of the courts, and by Ward School Boards elected by the people. The schools are graded into Sub-primary, Primary, Secondary, Grammar, High, and Normal Schools. The Primary, Secondary, and Grammar grades are each subdivided into four grades, the highest called the Twelfth Grade. Occasionally these are subdivided into A and B classes.

Central High School. — The Central High School for boys is at Broad and Green streets. It is a large, plain, brick building. The course of instruction embraces those branches best calculated to fit the graduate for the practical duties of life. A new and handsome building is being erected directly opposite the present structure.

Girls' Normal School and High School. — These two institutions are for the purpose of educating girls to be teachers and fitting them for business careers. One structure is at 17th and Spring Garden streets, and the other at 13th and Spring Garden streets.

Historic Buildings.

Probably no city in the Union possesses so many buildings of historic interest as Philadelphia. One of the oldest municipalities

in America, it was for years the seat of the National Government, and many of the old edifices in use by it, and by famous patriots of Colonial times, are still carefully preserved. Chief among these is

Independence Hall.— There is undoubtedly no building in the United States better known or more venerated than Independence Hall, with its sacred memories. It stands in the center of the Chestnut Street front of Independence Square, between Fifth and Sixth streets. It is flanked on either side by long, low, brick structures leading to the ancient Congress Hall, at the corner of Sixth Street, and the old Supreme Court House, at the corner of Fifth. The venerable and hallowed structure is surmounted by a wooden cupola containing a clock, and from the balcony beneath the dials a splendid view of the city is obtainable. The east room on the first floor was occupied by the Second Continental Congress, by whose act the Declaration of Independence became a reality, and here many other stirring events leading to the freedom of the nation had their being. In this room, which is kept as nearly as possible in its original appearance, are the tables and chairs used at the time of the signing of the Declaration of Independence. Original or faithful copies of pictures of the signers hang upon the walls, and, in the same room in front of the spot where Congress sat, that sacred emblem of liberty,

The Liberty Bell is displayed in a case of glass and quartered oak. As vandals had attacked the metal, this inclosure in a case became necessary, so that the great privilege which used to be accorded of touching the sacred relic is now denied the public.

The bell was cast in London, and received in this country about the end of August, 1752. When it arrived it was found to be cracked, and it was re-cast in Philadelphia in April, 1753. The work was unsatisfactory and it again went into the melting-pot, from which it emerged a satisfactory bell and was placed in the steeple in June, 1753. It bore the same inscriptions which were cast in the original, and on the 8th of July, 1776, it did indeed "Proclaim liberty throughout the Land." When the British approached Philadelphia, in 1777, the bell was taken down and carried to Bethlehem for safe-keeping, and returned after the evacuation. After sounding its joyous notes in proclaiming liberty the old bell was only used on very particular occasions. It was rung in honor of the news of the emancipation of the Catholics by Parliament in 1828, and on the 22d of February, 1832, in honor of the centennial of the birth of Washington.

While being tolled on the morning of July 8, 1835, in memory of Chief Justice Marshall, who had died two days before, the old relic suddenly cracked; and its tongue became forever silent on Washington's Birthday, 1843, after a few notes had been struck.

National Museum.—The western room of Independence Hall was formerly occupied by the Judicial Court of the Colony of Pennsylvania. It is now used as a National Museum. In it is a rich collection of relics and curiosities connected with early Colonial and Revolutionary history. Among the most valuable of these are the original charter of the city of Philadelphia signed by William Penn, and the great seal of the State, and portraits of King William, Queens Mary and Anne, as well as of the first three Georges.

Sons of the Revolution Rooms.—Until quite recently the second story of Independence Hall was occupied by the common and select branches of city councils, but, on the removal of these bodies to City Hall, the custody of the rooms was turned over to the Sons of the Revolution, an organization composed of the male descendants of soldiers of the Revolutionary War. The purpose of this organization is to establish a museum of Revolutionary relics in these rooms. Admission to all parts of Independence Hall is free, daily, from 9.00 A. M. until 3.00 P. M.

Congress Hall.—Second only to Independence Hall in historic interest and association is Congress Hall, at the southwest corner of Sixth and Chestnut streets. The site of this building, before the Revolution, was occupied by a wooden shed, in which were given shelter to the deputations of Indians that frequently visited the city. The present building was completed in 1790, and between that date and 1800 it was occupied by the Congress of the Nation. Here Washington was inaugurated President, in 1793, for a second term, and John Adams as Vice-President; and here Adams took the oath as President in 1797, and Jefferson as Vice-President. The building was originally erected as a court house, and, after its abandonment in 1800 by Congress, was put to its original purpose. Until recently, it was occupied by the Court of Common Pleas and by the Court of Quarter Sessions, this latter place, on account of the many murder trials heard there, becoming locally known as "The Slaughter House."

Supreme Court House.—The old Supreme Court House stands at the eastern end of the Chestnut Street front of Independence Square, and was built in 1791. Here was located the Supreme Court of the United States while the Federal Government was in Philadelphia,

here also were the new United States Circuit and the United States District courts, and among the great judges who held sway were Justices John Jay, Oliver Ellsworth, and Judges Francis Hopkinson, William Lewis, and Richard Peters.

Betsy Ross House.—On Arch Street near Third is an ancient little store and dwelling in which, under the deft fingers of a woman, Betsy Ross, the *American Flag* had its inception and birth. Betsy was in her maiden days a Griscom, and Clement A. Griscom, the president of the International Steamship Company, is her great-great nephew. John Ross, Betsy's husband, was the son of an Episcopal clergyman of New Castle, Delaware. He died in January, 1776, from injuries received while guarding certain military stores. Prior to this event he conducted an upholstery store in his dwelling on Arch Street, and on his death the plucky little widow determined to carry on the business herself. Here came the famous committee with General Washington, who had hurriedly left his army and came to Philadelphia late in May, 1776, and arranged with Betsy Ross to make a sample flag, with an emblazonment of thirteen stars, displacing the British Union, which with the thirteen stripes, had formed the "Grand Union Flag," that had only first been displayed at Cambridge on January 15th, upon Washington taking command of the army. The flag was made and displayed, and was adopted with acclamation as the National emblem, though the patriotic little woman had to bear for some time the jeers and taunts of her neighbors, and be called a "little rebel" for her loving work, and tantalized with threats of being hung by the English for what she did. At the time she made the flag Betsy Ross was twenty-four years old, and is described as having "bright, winning eyes, which sparkled with expression and intelligence, and goodness seemed to breathe in every lineament of her beautiful countenance."

Historic Buildings not owned by the City.

Chew House.—One of the particularly interesting points for visitors is the Chew House, in Germantown. In this edifice the British made their desperate stand, which finally turned the tide of the Battle of Germantown, on October 4, 1777, in their favor. Until this point was reached, the Continental army had driven the British before it; but once lodged in the stanch old colonial mansion, neither the army nor its cannon could dislodge them, and the Americans were held in check from early in the morning

until late in the afternoon, when re-enforcements of the British came from the city and gained the day. The marks of the cannon balls on the old house are still plainly visible, and the mutilated marble statuary still stands on the lawn. The cars of Germantown branch of the People's Traction Company pass the old Chew Mansion, occupied by descendants of the family which owned the place in those stirring days.

Carpenters' Hall.—Carpenters' Hall is looked upon by many with nearly the same amount of veneration they accord to Independence Hall. The venerable structure is at the head of a court running south from Chestnut Street, between Third and Fourth. It is a brick structure, with steps leading to it, and surmounted by a little cupola. Within the walls of this building assembled the first Continental Congress, on September 5, 1774. Among its members were Washington, Patrick Henry, Richard Henry Lee, and Peyton Randolph. From this Congress emanated the resolutions and measures which led to the existence of the present national government. Here that liberty was conceived that had its birth in Independence Hall. The building was erected in 1724, by the Carpenters' Company, a society of carpenters and architects. After the vacation of the building by the first Congress, the place was occupied at different times by various bodies representing the Province of Pennsylvania. During the Revolution it was used as a hospital for sick American soldiers, and it was also occupied at various times by the Philadelphia Library, the land office of the United States, and the Bank of Pennsylvania. It is open to visitors.

House of the Declaration of Independence.—On the west side of Seventh Street, next to the building on the corner of Market, is an ancient house occupied as an oyster saloon. In this building, it is claimed, Thomas Jefferson drafted the Declaration of Independence. There is a difference of opinion, however, in regard to this, and a large number of historians claim that the house in which the important document was written stood on the corner next to the one for which the other historians claim the honor.

Free Quaker Meeting House.—The Free Quaker Meeting House stands at the southwest corner of Fifth and Arch streets, and is now occupied by the Apprentices' Library Company. The original members of this body were known as "Fighting Quakers," because, during the Revolutionary War, they abandoned their principles of peace

to fight for American liberty. At the north end of the house is a tablet on which is the following inscription:

“ By General Subscription
For the Free Quakers
Erected A. D. 1783
of the empire 8.”

Franklin's Burial Place.—Dr. Benjamin Franklin, patriot, philosopher, printer, and statesman, died in Philadelphia in 1790. He was buried in Christ Church burying ground, at Arch and Fifth streets, across from the Free Quaker Meeting House. A portion of the wall surrounding the yard was torn away, and railed in by subscription in September, 1858, to enable passers-by to see the tombstones of the famous man and his wife.

Business Men's Organizations, Etc.

The Bourse.—A few years ago a large class of the business men of Philadelphia felt the need for a great central building in which their common affairs could be best transacted. The Bourse was the practical outcome of this feeling. A site was purchased between Fourth and Fifth streets, and Chestnut and Market, and a splendid building contracted for, which is now in course of construction and nearly completed. It is an ornate structure of steel frame, fireproof construction, 350 feet in length, ten stories high, and to cost in the neighborhood of \$1,500,000. On the ground floor the great hall of the Bourse is to be located. Here the market reports of the world will be received, and perfect facilities afforded for obtaining information of value to bankers. News rooms, reading and lounging rooms are to be located in the galleries, and will partake of all the comforts and elegancies of a club. About four hundred rooms are provided for in the Bourse building to be used as offices, and a large restaurant, barber shop, and other conveniences for creature comforts are to be located in the basement. The building when completed, it is said, will be one of the handsomest and most complete structures of the kind in the world.

Trades' League.—The Trades' League is an organization of business men devoted to furthering the best business interests of Philadelphia. It is one of the most alert and aggressive bodies of the kind in the country, and although but four years old has already accomplished a vast amount of good in defeating bad legislation, and in

furthering good measures before councils and the legislature. The League publishes annually a large and handsomely illustrated, cloth-bound book, treating of matters of interest to the city. This organization, which is located at 421 Chestnut Street, will be found of great benefit to visiting business men.

Board of Trade.—The Philadelphia Board of Trade was organized about 1832. It is one of the leading factors in the progress of the business interests of the city. In the National Board of Trade this organization wields a powerful influence. Its present president, Frederick Fraley, a nonagenarian, is the only surviving member of the original list at the time of incorporation in 1838. The Board of Trade rooms are in the Drexel Building, and is a special point of interest to out-of-town business men.

Commercial Exchange.—The chief object of the Commercial Exchange is the furtherance and development of the trade and commerce of the port, but it also lends strong influence in aid of nearly all movements of general interest to the citizens at large. It has commodious quarters at 133 South Second Street, the site of which has great historical interest from the fact that it was once occupied by the residence of William Penn. The Commercial Exchange was originally organized under the name of Corn Exchange.

Maritime Exchange.—The object of the Maritime Exchange, on Second Street, between Walnut and Chestnut, is, as its name implies, to acquire, preserve, and disseminate all maritime and other business information, and to promote and encourage the trade and commerce of the port of Philadelphia. It has established and maintained stations on the Delaware breakwater, 103 miles from the city; New Castle, Del., 33 miles, and Thurlow, Pa., 17 miles below Philadelphia. At these stations watch is maintained night and day, for incoming and outgoing vessels, and information is immediately telegraphed over lines maintained by the organization.

Builders' Exchange.—In 1886 The Master Builders' Exchange was organized, at the suggestion of the Master Plasterers' Association, and soon after an ornate structure for the use of the new and important body was erected on Seventh Street above Chestnut. Within the building are located The Lumbermen's Exchange, and the meeting places of The Stonecutters' Association; The Bricklayers' Company; The Master Carpenters; The Builders' Company; The Master Plasterers' Association; Planing Mill Association; Master Painters' Association, and Metal Roofers' Association. In addition there is a



INDEPENDENCE HALL—Chestnut, between Fifth and Sixth Streets.

NATIONAL BANK OF THE REPUBLIC PHILADELPHIA.



313 CHESTNUT STREET.

PRESIDENT
WILLIAM H. RHAWN
CASHIER
JOSEPH P. MUMFORD

DIRECTORS.

WILLIAM H. RHAWN,
President.
WILLIAM HACKER,
Coal & Canal Cos., P. R. R.
WILLIAM B. BEMENT,
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James S. Earle & Sons.
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CHAS. E. PANCOAST,
Attorney-at-Law.
JOSEPH P. MUMFORD,
Cashier.

SOLICITOR,

CHAS. E. PANCOAST.

NOTARY,

ALONZO P. RUTHERFORD.

CAPITAL, \$500,000
SURPLUS, \$300,000

Mechanical Trades School, under the direction of the Builders' Exchange, for the instruction of young men in any branch of the trade they may select, and a permanent exhibition. This last is well worth a visit, for here is arranged and classified exhibits of all kinds of materials and devices which are employed in the construction of a building. Admission is free, daily, from 8.00 A. M. to 5.00 P. M., except legal holidays and Sundays. In connection with this organization it may not be out of place to state that the number of two and three story buildings erected in this city, since the organization of the Builders' Exchange to the present year, 1895, is nearly 51,000; and that in the five years ending in 1891, the number erected exceeded those built in New York by 24,173; and 5,162 more than New York, Boston, and Baltimore combined, and 4,062 more than New York and Brooklyn combined.

Banks and Banking Institutions.

Philadelphia has more than eighty National banks and other banking institutions, having a combined capital of \$53,539,729, which declare annual dividends amounting to over \$2,250,000. Of these institutions forty-four are National banks.

Almost without exception these institutions occupy magnificent edifices, the equal of which in architectural finish and interior embellishment would be hard to find anywhere on the continent.

Bank of North America.—Philadelphia has the distinction of possessing, in the Bank of North America, the oldest institution of the kind in America. It was founded in 1781 by that eminent financier and patriot, Robert Morris, the organizer of the Pennsylvania Bank, the first public bank of the United States. Immediately on the close of the Revolution, the Bank of North America became the financial agent of the American Government. The splendid building on Chestnut Street, near Third, which it now occupies, is almost upon the site of its original home.

The Philadelphia National Bank.—The Philadelphia National Bank, 421 Chestnut Street, having been established in 1803, is the next oldest institution of the kind in the city. While not occupying quite as showy a building as some others, it is still substantial and attractive, and its offices probably are the finest and most complete in their appointments of any in the city.

National Bank of the Republic.—Few visitors will pass this institution, 313 Chestnut Street, without being attracted by the unique

architecture of the building. The prevailing color is red, it being built of redstone, terra cotta, and Philadelphia pressed brick, with a steep roof of red slate. The usual central doorway is discarded, and entrance is had to the building at the side through a large vestibule, to the right of which is a room assigned to those having business with the bank. The interior finish is as unique and ornamental as the exterior, and the furnishing is rich in the extreme. In keeping with the outside, the prevailing color is red. The exposed beams and corbels are of cherry, and the counters, desks, and partitions of light mahogany. The National Bank of the Republic was organized December 5, 1865, and its policy steadily has been the selection of active business men in its board of directors.

Union Trust Company.—Among the Trust companies, the Union Trust Company, probably, is housed in one of the most, if not the most, ornate building. It occupies 715, 717, and 719 Chestnut Street. The front is of Maine granite and Indiana limestone, with massive grilled arches, great circular windows, and all the stone work is lavishly adorned with sculptured figures.

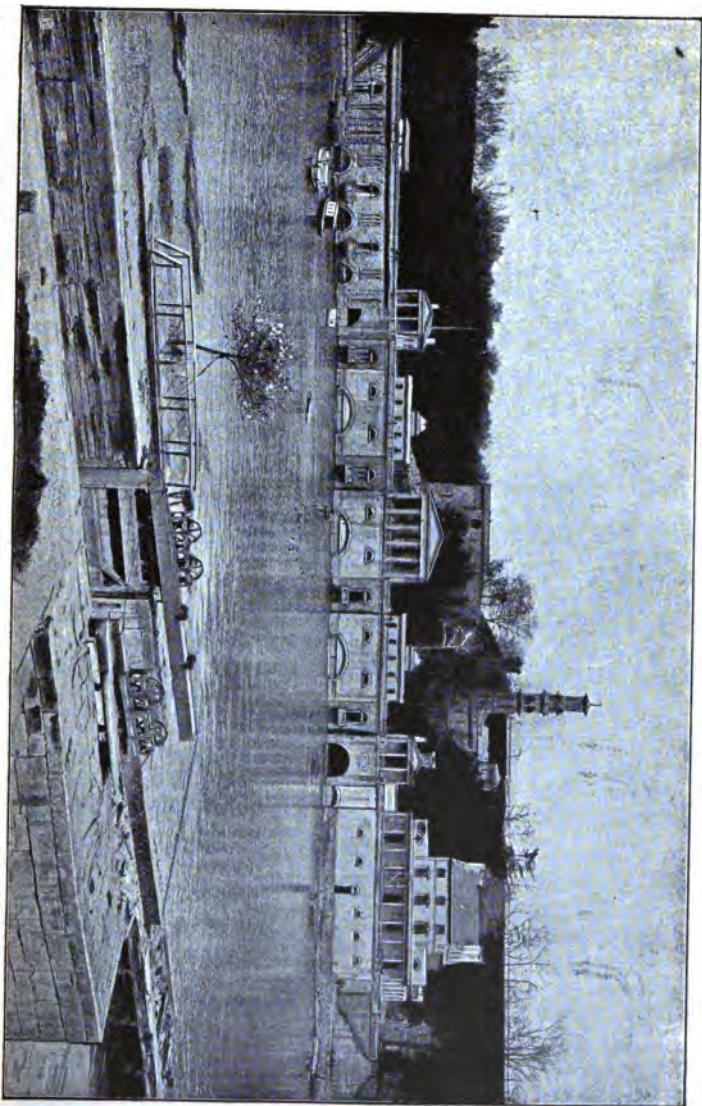
City Trust, Safe Deposit & Surety Company.—Not far behind the Union Trust Company, in the elegance of its home, is the City Trust, Safe Deposit & Surety Company, located at 927 Chestnut Street. It forms one of the remarkable group already mentioned in the locality above Ninth Street.

Insurance Companies.

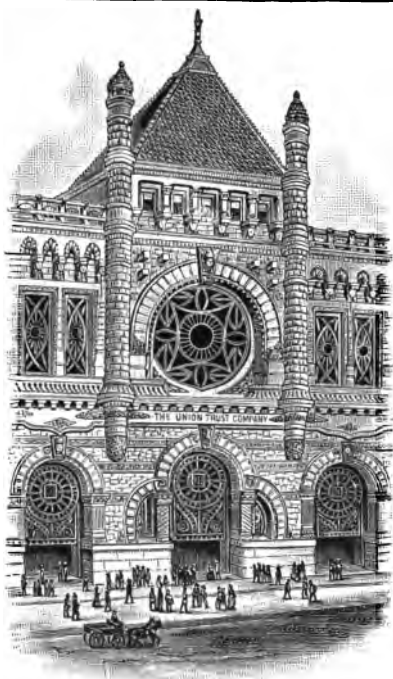
General Remarks.—Keeping pace with the rapid growth of the city, insurance companies and their branches are located throughout its length and breadth in astonishing numbers.

Philadelphia Contributorship.—As with banks, Philadelphia has the honor of possessing the oldest fire insurance company in America. This is the Philadelphia Contributorship, which occupies a four-story brick building on South Fourth Street, below Walnut. It was incorporated March 25, 1752, and through all the years which have passed has steadily maintained an unblemished reputation. The organization is popularly known as the Hand in Hand, and deals in perpetual real estate insurance only.

The Penn Mutual.—One of the handsomest buildings devoted to insurance matters is occupied by the Penn Mutual, in one of the remarkably ornate row of edifices on Chestnut Street, between Ninth and Tenth, already mentioned as the finest in the city. It carries on a



FAIRMOUNT WATER WORKS — From West Side of Schuylkill River.



.. THE ..
Union Trust
COMPANY.

* * *

715~717~719

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* * *

CAPITAL,
\$1,000,000.

Executes trusts of all kinds at moderate charges. Pays three per cent interest on Saving Fund and time deposits, and two per cent on check. Rents boxes in safe-deposit vaults at lowest rates.

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D. HOWARD FOOTE, Treas. and Sec.

THOMAS R. PATTON, Vice-Pres.

PERCY B. METZGER, Trust Officer.

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Edward Bailey. (Harrisburg)

George A. Fletcher.

Thomas G. Hood.

Joseph I. Keefe.

Charles A. Lagen.

John P. McGrath.

John T. Monroe.

Alfred Moore.

Harry W. Moore.

Thomas R. Patton.

Edward L. Perkins.

William C. Stoeber.

J. Wesley Supplee.

large but conservative business in life insurance. Since its incorporation by the State, in 1847, it has issued in the aggregate more than 96,000 policies, to an amount considerably over \$270,000,000.

Mutual Life.— This company, which is a branch of the famous New York concern, owns and occupies a stately edifice on the northwest corner of 10th and Chestnut streets. It is built of dressed granite and is eight stories high. Among the many noted occupants of this building is the Philadelphia branch of the United Press Association, which furnishes the outside news for the principal New York and Philadelphia journals.

Commercial and General Business Places.

Cramp's Ship Yard.— Philadelphia has since its foundation held the first place in this country in ship building, and it was the excellence of her vessels which led, in 1830, to the British authorities insisting that their merchants should build their ships in England, because some had purchased Philadelphia-constructed ones. In Philadelphia also was built the first steamboat, the invention of John Fitch, and this boat in 1790 ran regularly between the City of Brotherly Love and Trenton. In 1830 was founded, by William Cramp, the present colossal ship yards that are known all over the world for the superior character of the vessels built. The yards are at Beach and Palmer streets, and the yard office at Beach and Ball streets. In these yards the finest vessels of our new navy have been constructed, and others are now in process of building. In the sixty-four years of its existence, nearly 300 ships have been added to the commercial marine by the Cramps, and millions of dollars added to the wealth of the country. Visitors are not admitted to the yards except on an order from the company.

Midvale Steel Works.— While the Cramps build mighty ships of war for the Government, the Midvale Steel Works, near Wayne Junction, manufacture deadly torpedoes for the navy. The projectiles of this character made here are esteemed as among the finest in the country, even, on more than one occasion, destroying the greatly vaunted Harveyized steel armor. Admission to these works is rarely granted, and only under exceptional circumstances.

Disston's Saw Works.— Although founded only a little more than half a century ago, the Disston Saw Works are to-day considered among the largest and most important of the kind in the world. The concern occupies thirty-eight acres at Tacony, and employs about

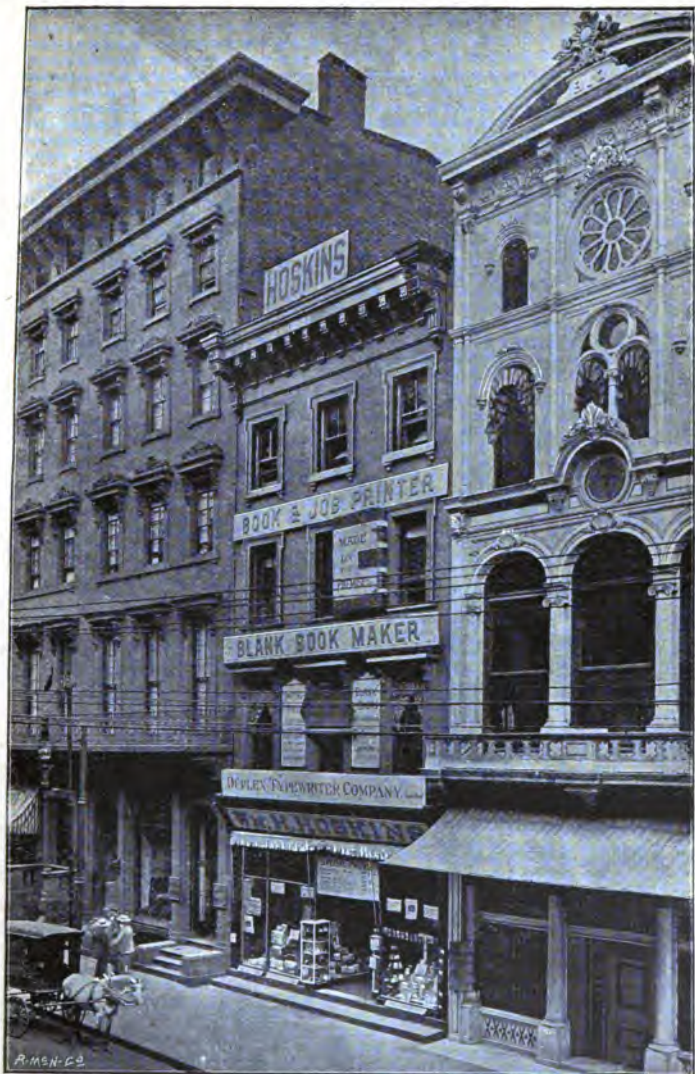
2,000 men all the year round. In this establishment are made weekly 2,500 dozen hand-saws; yearly, 50,000 circular saws; cross-cut, etc., 200,000, besides some 6,000 dozen hack and butchers' saws. Of files and other tools an incredible number are made. Admission can only be had by an order from the firm.

Baldwin Locomotive Works.—The fame of the Baldwin Locomotive Works has spread all over the earth. There is scarcely a part of the civilized world where engines built by this great firm are not in use. The concern is to-day the greatest of its kind in existence. Since the building of "Old Ironsides," in 1832, this firm has built more than 14,000 locomotives. To carry on the work twenty-four buildings, sixteen acres of ground, and over 5,000 employes are required. The main offices are at 500 North Broad Street. Admission may be occasionally had by application at the office.

Brewerytown.—"A tour of the city" would not be complete without a reference to "Brewerytown," that section of the city in which are located some of the largest beer-brewing companies in the country. For various reasons a number of brewing firms established themselves within or in the neighborhood of Thompson and Jefferson and 31st and 33d streets, and the quantity of beer brewed annually in this locality is astonishing. Among the largest firms located in Brewerytown are Bergner & Engle and the Bergdoll Brewing Company.

A Shopping Trip.

Lady visitors to this city, who wish to go shopping, will find abundant places in which to gratify their desire. In the center of Philadelphia the stores on Chestnut and Eighth streets, and portions of Market, devoted to goods particularly attractive to womankind, are large, handsome, and well stocked. Some of them are unsurpassed in America in size and in the assortment and variety of goods displayed. This is true particularly of Wanamaker's, Strawbridge & Clothier, Gimbel's, Sharpless Bros., and to some extent Marks Bros. All these have monster establishments and sell both low and high priced goods. Columbia Avenue is a noted up-town shopping street, and South Street, in the lower section of the city, has a reputation peculiar to itself, and which may be likened, in a measure, to the Bowery in New York. In Northeast, North, and Northwest Philadelphia the main thoroughfares of the original villages or boroughs



WILLIAM H. HOSKINS—815 Chestnut Street.

Wm. H. Hoskins

Manufacturing Stationer
Office Outfitter,
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are given over to shops and stores, some quite pretentious, but generally of a minor character. As the lady shopper, presumably, will be stopping at one of the hotels on or in the neighborhood of Chestnut Street, the shopping tour will be confined to Chestnut, Eighth, and Market streets, beginning with Broad.

Flowers. — Before leaving the hotel on her shopping trip, the lady visitor may desire a few flowers to complete her adornment. These she may order by messenger from Pennock Bros., 1514 Chestnut Street, probably the most fashionable florists in the city; or from Kift, Chestnut, above 17th; Heron & Nesbit, Chestnut, near 19th; Crawford, 16th, below Chestnut; Craig & Bro., 11th, below Walnut; or from any one of a number of other first-class establishments not far away, none of whom, for they all do a large and fashionable trade, charge extortionate prices. In this particular Philadelphia florists differ from those in many other large cities. The wholesale price of flowers does not fluctuate with that stock-market-like rapidity characteristic of Boston, New York, and Chicago, but rise or fall gradually according to seasons.

Chestnut Street. — Chestnut Street is recognized as the leading thoroughfare for the great stores carrying the heaviest stocks of the richest fabrics and other rare articles for retail sale. While skyscraping buildings on this thoroughfare, which is superbly paved with asphalt and kept scrupulously clean, are few in number, a large proportion from Broad Street to Eighth are imposing and handsomely-built structures.

Wanamaker's. — Turning into Chestnut Street from Broad and going eastward, the first place of interest to every woman, no matter what her special quest may be, is John Wanamaker's. It is a huge establishment, reaching half a square on Chestnut Street from Juniper to 13th, and extending north one square to Market Street. It was originally the freight depot of the Pennsylvania Railroad Company. It has been deepened by a basement, heightened by building, and added to by the absorption of other edifices until it has assumed its present huge exposition-like character and national reputation. Millions of persons visit this store annually, and, at scarcely any time of the day, despite its many acres of area, can one pass along its miles of aisles without constantly elbowing other shoppers or sight-seers. For the convenience of the patrons, many waiting, reading, and toilet rooms are provided, and a large restaurant is established in the store.

Candies.—Opposite Wanamaker's, on the south side of Chestnut Street, at 1326, is Huyler's candy store, a name which is familiar in other cities for the excellence of the confections; and a few doors farther down at 1316 is the establishment of Stephen F. Whitman & Son, whose chocolates are famous all over America. Pine's and other notable confectioners' stores are also in the neighborhood or on Chestnut Street.

Fabrics of the World.—It would be impossible to describe in detail the many shops lining both sides of Chestnut Street, or to even mention a tithe of what may there be bought. There is scarcely one not worth a visit from the most critical shopper, for in them all are gathered the finest fabrics and manufactures of the world. Of necessity only the places of national fame can be mentioned.

Gimbel Brothers.—After leaving Wanamaker's, the next largest general establishment is Gimbel Brothers, located at Ninth and Market streets. This firm, which owns several other huge places in different parts of the West, has a large structure extending nearly one-quarter of the way to Chestnut Street on Ninth and nearly the same distance east on Market. They carry much the same line of goods as Wanamaker, and employ a vast number of hands.

Sharpless Brothers.—Sharpless Brothers, at Eighth and Chestnut streets, also have a store the size of which is rarely equaled in America outside of Philadelphia. The firm occupies a handsome building. They deal chiefly in dry goods, but carry a heavy line of almost an endless quantity of other manufactured articles.

Strawbridge & Clothier.—The establishment of Messrs. Strawbridge & Clothier is the largest strictly dry goods store in the world. It is located at the northwest corner of Market and Eighth streets; that is to say, it is nominally there. As a matter of fact it extends away up Market Street and up Eighth, and around Filbert Street. It runs clear through from Market Street to Filbert—a distance of 306 feet—with imposing entrances at each end. The place as a whole is simply enormous. The Bon Marché, that haven of shoppers in Paris, occupies a trifle less space. To get an idea of the extent and capacity of this great Emporium of Art and Industry, let the visitor enter by the main Market Street entrance. There is a handsomely tiled vestibule, and when its doors are passed, one stands at the southern end of a long and beautifully lighted salesroom, above which rise graceful galleries. To the east are the large buildings

fronting on Eighth Street, to which communication is had by a space sixty-five feet wide cut in the wall near the Market Street end, and by smaller but similar openings farther north. The second floor is thrown open in the same way.

Some of the Conveniences.—On the different floors are ladies' parlors, with toilet rooms attached, where weary shoppers may rest comfortably and glance over the current papers and magazines. These parlors and toilet rooms are always open, adjoining which will be found telegraph and telephone offices, and a bureau of information, where packages may be checked without charge. Suburban time tables are provided for gratuitous distribution. Seven elevators carry passengers from one floor to another, by which one may pass rapidly and noiselessly to any part of the vast building. A mail-order department, complete in every particular, has long been serving promptly, carefully, and economically, persons who are compelled to shop through the mails. Under the system perfected by Messrs. Strawbridge & Clothier, shopping by mail is almost as satisfactory as a personal visit to their immense establishment. Experienced artists make exact copies of multitudes of articles, which are sent to all who desire them, accompanied by prices and full descriptions. In the filling of orders the greatest care is exercised in order that all may be served satisfactorily and with the utmost promptness.

Eighth Street.—Eighth Street is the thoroughfare much visited, by ladies who delight in making bargains. The large and handsome stores between Chestnut Street and Vine are filled with a bewildering array of cheap goods and bargains. Besides Sharpless Bros., and Strawbridge & Clothier, who both have entrances on Eighth Street, there are several other very large firms having immense establishments and doing an enormous business. Among these are Marks Bros., Eighth and Arch; Shoneman Bros., Eighth above Arch, and Partridge & Richardson, nearly opposite. Fully a day can be spent by a lady on Eighth Street, profitably and enjoyably, for although Eighth Street has the reputation, and deservedly so, of being a "cheap" street, it is by no means the case that the goods offered for sale are proportionately inferior to those displayed on the more aristocratic thoroughfare, Chestnut Street. On Eighth Street also, for the convenience of shoppers, are several choice restaurants, where excellent meals are served at reasonable rates.

VI.

THE RIVERS.

Delaware and Schuylkill.

Two large rivers touch Philadelphia — the Delaware and its great tributary, the Schuylkill. The first divides Pennsylvania from New Jersey, and separates Camden, one of the cities of the latter State, from Philadelphia by about a mile. The Schuylkill divides the city into two unequal parts before it empties into the Delaware. From the latter stream, which is only navigable by moderate-sized vessels for a short distance, Philadelphia draws the greater part of its water supply, impounding it first by two large dams belonging to the Schuylkill Navigation Company, one at Fairmount and the other at Shawmont, and secondly by large subsiding reservoirs in various parts of the city. The Delaware is a navigable stream for a distance of about 131 miles, or some thirty miles above Philadelphia. It is the highway by which all its commerce with the world is done.

Up the River.—As soon as Philadelphia is passed the scenery on the Upper Delaware becomes interesting, and as mile after mile is traversed it becomes in turns picturesque and grand. A few miles above Easton begins a series of cliffs, which in many respects rivals the famous Palisades of the Hudson, and, still farther north, the river cuts through the Blue Ridge, forming a gap which is noted the world over for its beauty.

Down the River.—Traveling down the river a different picture, but pleasing nevertheless, is presented. The Pennsylvania shore for the most part is flat and marshy, but these, in certain seasons, have a beauty of their own which visitors do not fail to appreciate. The New Jersey shore, though by no means high, looks lofty by a contrast, while the woods and groves which dot its banks give a wild and primeval appearance to the landscape.

As a Fishing River.—One of the Indian names of the Delaware translated means “fish river,” on account of the vast abundance of the finny tribe which made their home in these waters. Even to-day, with the great population which lines its three hundred odd miles of length, its old reputation in this respect is maintained, for its commercial fishing industries, carefully fostered, amount to more than \$2,000,000 a year. To the angler the Upper Delaware is a paradise. Black bass, pike-perch, and food and game fishes of less value abound, and there are indisputable evidences that within the next three or four years it will be one of the best salmon streams south of Canada.

A Trip Up the River.

A Start.—Visitors should not fail to take a boat trip up the Delaware River. This may be done by the expenditure of a few hours' time, at a cost of less than a dollar, and, as a return, experience unbounded enjoyment. A start may be made either in the morning or afternoon, a reference to the advertising columns giving the exact time. The place of departure may be either Chestnut or Arch Street wharf.

Kensington.—Among the first places of interest passed is that part of Philadelphia known as Kensington, or, as it is commonly termed, “Fish Town.” It is a great milling district, but amid the wilderness of lofty structures of brick and mortar, and the forests of shipping grouped about the wharves, is the little spot of refreshing green called Penn Treaty Park. Here stood the famous “tree of Shackamaxon,” the elm under which William Penn made his treaty with the Indians. The steamboats pass near the Pennsylvania shore above this, giving good views of the Richmond coal wharves, Cramp's ship-yards, and other interesting sights.

Bridesburg.—Bridesburg, still within the city limits, comes next, and glimpses are had of the United States Arsenal half concealed among the trees.

Tacony.—Above is Tacony, where, a short distance from the shore, is located the Tacony Iron & Metal Works, in which was manufactured the colossal statue of William Penn that surmounts the tower of City Hall. Just above the metal works, spreading broadly upon the shore and stretching far inland, is the Keystone Saw Works, owned by the Disstons.

Riverton.—To this point the steamboat plies near the Pennsyl-

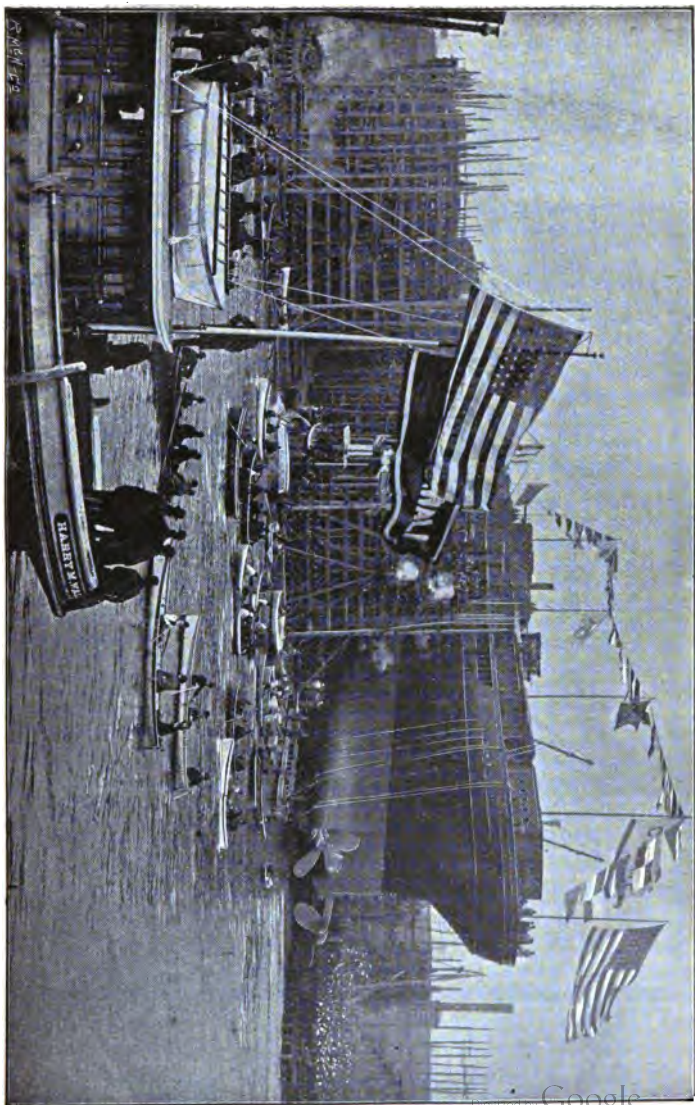
vania shore, but, on leaving Tacony, it crosses to the New Jersey side, and makes a stop at Riverton, one of the most attractive places on the Delaware. The Riverton Yacht Club has erected on the shores an ornamental club-house, and around it the shores, beautifully sodded, slope from the water's edge upward and back through groves of majestic trees.

Torresdale.—Crossing the river again the steamboat moves northward to Torresdale, the northern limit of Philadelphia. Attractive villas peep from among the trees, and some distance back, nearly hidden by the foliage, is the "Forrest Home," the bequest of Edwin Forrest, as a retreat for aged actors.

Beverly.—Delightful pastoral scenery on both sides of the river now greets the visitor, increasing steadily in beauty, mile by mile, as the river narrows perceptibly. Frequent stops are made by the boat, but the most important after leaving Torresdale is Beverly, once one of the terminal points of a famous crossing-place known as Dunk's Ferry. Established on a point, it holds a commanding place, and this, with its picturesque boat-houses, handsome residences, and broad, green lawns sweeping gracefully to the river, renders it an especially attractive spot.

Bristol.—Above Beverly the river widens again, forming two channels around a spot of land known as Burlington Island. Here, on the Pennsylvania side, is Bristol, and on the New Jersey shore, Burlington, both places of sufficient size to support an antiquated and miniature ferry-boat which plies between the two. Bristol's first inhabitant dates back to 1680, and the air seems to have agreed with him so well that he failed to die until 1781. During the last century Bristol enjoyed as great a reputation as a watering-place as Saratoga does in this—that is in proportion, when the population and the means of transmitting news are taken into consideration. It gained its fame on account of a fine health-giving mineral spring. The chief hotel in those days was the "George the III Inn," and during the Revolution the soldiers used the portrait sign of the sovereign, which hung outside the door, as a target to such an extent that it was speedily shot away. Afterward the Inn became known as the Delaware House. It was recently remodeled and enlarged.

Burlington.—Burlington, which lies nearly opposite Bristol, antedates Philadelphia five years, and the site was first suggested by George Fox, the founder of the "Quakers," in 1672. In 1677, 228 members of this society landed here from the "goode shippe London,"



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Exclusively Philadelphia products. All the processes from the cutting of the fur are conducted at the famous Stetson factory. Sold by leading hatters throughout the country and known everywhere for their unsurpassed excellence.

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and occupied the lands just below the Assiscunk Creek, the property being regularly purchased from the Indians. Burlington, since then, has grown to be quite a large town, and is comfortably wealthy and full of places of historic interest, among which may be noted the old dwelling place of Fënimore Cooper, the famous American novelist.

Pennsburg.—Above Burlington the Delaware, never straight, begins to be extraordinarily crooked, and a short distance in a straight line below Trenton, the capital of New Jersey, it takes a sharp curve from the northwest to the northeast, making the journey by water one of fully fourteen miles. The tongue of land formed by this great curve is one of the most famous on the river, being known as "The Manor of Pennsburg." Here was located Penn's country home, on a tract originally comprising 8,000 acres. The founder of Pennsylvania occupied his mansion only one year, between 1700 and 1701, and then finally returned to England.

Florence Heights.—Another sharp turn in the river takes the visitor past Florence Heights, on the Jersey shore, where there is a large iron foundry and pipe factory. Here the stream narrows, with numerous pretty islands interspersed over its surface, and the shores become heightened and roughened into miniature mountains. Florence Heights was once a noted excursion ground.

White Hill.—Beyond is White Hill, another spot interesting historically, and is further noteworthy as being the most eastern point of Pennsylvania. Here, too, the Delaware, apparently tired of the direction it has hitherto taken, bends so sharply to the southward that for some distance the boat's head is pointed directly toward Philadelphia.

Bordentown.—Bordentown is the next noted landing place. Here dwelt for many years Admiral Charles Stewart, "Old Ironsides," of the United States Navy, and on his old estate now lives Mrs. Delia Parnell, the daughter of the doughty old admiral, the mother of the noted Irish leader, Charles Stewart Parnell. To Bordentown came, in 1816, Joseph Bonaparte, ex-king of Naples and Spain, to live as Count de Surveilliers after his dethronement. He occupied a mansion at Point Breeze, since called Bonaparte Park; the house is still standing, though in a dilapidated condition. Another famous resident of Bordentown was Prince Murat, nephew of Napoleon and Joseph, a son of Prince Joachim Murat, king of the Sicilies. He occupied a farm near his uncle Joseph. At Bordentown is a curious little monument of granite to commemorate the sixtieth anniversary

of the first running of the "John Bull" locomotive at this point. A bronze tablet on the monument represents old "John Bull," a notable inscription accompanying it.

Trenton.—Above Bordentown the river shallows suddenly, and the channel through which the boats pass is tortuous in the extreme all the way to Trenton, the terminus of the navigable waters. "The winding river, with its low and pleasant banks, makes attractive scenery in the approach to Trenton; and across the lowlands of Penn's Neck, on the Pennsylvania shore, is seen the famous Penn Valley Stud Farm. Soon we round a river bend, and there opens up a view of the great Delaware Bridge, crossing from Trenton over to Morrisville, with a long railway train passing swiftly throughout its interlacing trusses." A few minutes after, the boat pulls up at the wharf at New Jersey's State Capital, and, after a visit through the pretty city, the visitor can make the return trip to Philadelphia either by the river or by train.

A Short Trip Down the River.

The Start.—A start is but made for a trip down the river on the steamer Republic from Arch Street Wharf, since it is about the only vessel on which a continuous passage can be made into Delaware Bay.

Old Swedes Church.—At the outset great business houses line the banks of the river; huge sugar refineries and other lofty buildings almost hide the city in their rear; as the lower part is reached a break or two appears, and near the American Line Steamers' wharves a glimpse may be had of the Old Swedes Church, the most ancient edifice of worship in Philadelphia. It was built about 1700, and through all the years which have elapsed it has been maintained in its primitive and refreshing country-church-like appearance. Within the graveyard more than 8,000 dead repose; the oldest marked grave is that of Peter Sandel, who was interred there in April, 1708.

Old Navy Yard.—Below are the old navy yard wharves, where for years, before the present site on League Island was taken, the Government cared for its war vessels in Philadelphia.

Kaighn's Point.—Nearly opposite, on the New Jersey shore, is Kaighn's Point, the starting place of the Philadelphia & Reading's line to Atlantic City, that favorite route of thousands of Philadelphians to their great seaside resort.

The Neck.—Below Kaighn's Point, on the Pennsylvania shore, begins that part of Philadelphia known as the Neck—the narrow

stretch of land terminating with the confluence of the Delaware and the Schuylkill. The approach to this spot is heralded by odors not from "Araby the Blest," the cause of which are numerous fertilizing-making and bone-boiling establishments. Below them are the Pennsylvania Salt Company's works, with their extensive wharves at which the vessels from Ivigtut, Greenland, unload the kryolite gathered in that far-off arctic land. Marshes are now the rule, and across them, looking northward, is plainly to be seen the huge tower of City Hall, and the dim outline of the statue of William Penn surmounting it.

Greenwich Point.—As the river approaches the southern limits of Philadelphia, it makes a curve to the westward known as Horse Shoe Bend, and on the right are the Greenwich piers, where the Pennsylvania Railroad Company ships its coal, and the various gas coal companies put the soft coal from the western part of the State on board vessels.

Gloucester.—On the left, on the sloping New Jersey shore, is the town of Gloucester, which for some years bore a malodorous reputation on account of the race-track and the gambling which existed there. But the place has a better fame than this, because of the quality of its "planked" shad, a delicacy which epicureans love, and which bring thousands to Gloucester every season to enjoy. At Gloucester is the largest shad fishery on the river, and, when this toothsome fish is on its annual journey to the spawning grounds, multitudes go purposely to Gloucester to witness the hauling in of the huge seine, the largest of the kind in the United States.

Fish Hawk.—During the month of May and the first two weeks in June the United States Fish Commissioner's steamer "Fish Hawk" usually stops off at Gloucester, for the purpose of hatching shad eggs to be deposited in the river. Admission to this vessel is free.

League Island.—Below Gloucester the river sweeps grandly around the Horse Shoe Bend, and the voyager can see the "Neck" in all its glory. Across the lowland, with its green, marshy grass, rise the buildings of League Island Navy Yard, the Government naval construction and repair station.

Washington Park.—Just below Gloucester, Big Timber Creek empties its waters into those of the Delaware, and on its lower side, running to the banks of the latter, is located Washington Park, a new pleasure resort of 500 or 600 acres, elegantly laid out and made

attractive in every way. At this park a pier juts out into the river 1,600 feet, the largest structure of the kind on the river.

Red Bank.—Below Washington Park is Red Bank, once a famous summer resort, but which has a prior claim to celebrity on account of a great battle which was fought there during the Revolutionary War. Some of the old earthworks of that engagement still remain.

Mouth of the Schuylkill.—The mouth of the Schuylkill is here passed; and so hidden is it, by the peculiar shore lines, that one does not wonder it was passed and repassed by the early explorers before it was discovered, and there is a realizing sense of the fitness of the name Schuylkill, the Dutch term meaning "hidden river," which was given it.

Fort Mifflin.—Below and on the Pennsylvania shore is old Fort Mifflin, noted in the early history of the State. The place has an ancient, warlike appearance, with its long, low, grassy-bordered earthworks, the long, black muzzles of the cannon showing above them.

Hog Island.—Hog Island is in the vicinity, a spot which possesses some interest as the breeding place of hundreds of Shetland ponies, which range the place at will, in a semi-wild state.

Tinicum Island.—Next comes Tinicum Island, a tree-covered tract of land, which has been used by writers in prose and verse as the site of many blood-thirsty deeds in the early history of America, before the peaceful Quakers founded Pennsylvania.

The Sanitarium.—At the lower side of Red Bank is the Sanitarium grounds, covered with huge trees half concealing several pretty buildings. This is the property of the Sanitarium Association, and here that benevolent organization take and care for annually, during the summer months, more than 200,000 poor children and their caretakers.

Billingsport.—Billingsport, which is below the Sanitarium, is a pretty down-the-river suburb, with pleasant villas on a little bluff, amid sodded and terraced banks, and occupied by many wealthy Philadelphia business men as homes.

Lincoln Park.—At the lower end of Billingsport is Lincoln Park, an attractive summer resort, located on a bluff on a point from which good views up and down the river are obtained. A handsome hotel offers refreshments and entertainment, and cool groves of shapely trees afford tempting shelter on hot summer days. Here "beer and music" is found to mix with that perfect propriety which is absent in Philadelphia.

Lazaretto.—On the Pennsylvania shore, beyond Tinicum Island, is seen the Lazaretto. There on a high staff floats the yellow quarantine flag, emblazoned with a big "Q." From here the arriving vessels can be seen far down the channel below Chester.

Chester.— "There is a charming view down the Delaware River below the Lazaretto, although the shores are low and the river wide. It shows one of the finest industrial sights the eye can look upon, backed by sloping banks of green sward and woodland." Chester Island is in mid-stream, and the city of Chester is broadly stretched on the right bank of the river. At the lower end of the latter are located the once famous Roach ship yards, and below them immense mills at intervals along the banks.

Delaware's Only Mountains.—At Chester is sighted the only mountains Delaware can boast of; they are little more than hills, but look well in the hazy distance as they stretch along historic Brandywine Creek.

Marcus Hook.—Next Marcus Hook is passed, a cozy nest of little houses, forming an attractive village nestled among the abundant trees.

Pennsgrove.—Below, on the Jersey shore, is Pennsgrove, a favorite resort for excursion and picnic parties during the hot summer days.

Wilmington.—Near here the Christiana River empties into the Delaware, and back over the meadows is seen the thriving town of Wilmington. Its brick buildings seem to lie along the base and partly up the slope of the Brandywine Hills which run far away inland toward the northwest.

New Castle.—A low green shore extends below Wilmington on the Delaware side, and on the Jersey boundaries is a narrow streak of yellow beach with trees in the rear. Then comes New Castle, that town which a certain ironically-inclined person designated as the only "finished town in the United States." Here the whipping-post and the pillory still flourish, and other medieval practices are yet observed.

Fort Delaware.—The rapidly widening Delaware warns the visitor that the head of Delaware Bay is near, and just before that broad expanse of water is reached, Pea Patch Island, on which Fort Delaware is, comes in view in mid-stream. The fort is a high stone structure with barracks inclosed, their roofs showing above the outer walls. Fort Delaware was used during the Civil War as a place of imprisonment for political offenders.

A New Bit of Land.—Pea Patch Island covers about forty acres, and is a new bit of land. In 1783 it was testified that the island was "only the size of a man's hat." Nearly the whole island, therefore, has been the growth of little more than a century.

Delaware Bay.—Delaware Bay is now entered and there is little to see beyond a waste of waters, and little for the tourist to do until Cape May is reached, except to enjoy himself as best he may.

A Trip Up the Schuylkill.

Character of the Stream.—Only a very few miles can be directly employed for a pleasure trip by boat up the Schuylkill River and that above Fairmount Dam, but in the short space is crowded rare beauty. The scenery along the River Schuylkill, between Fairmount Dam and the Falls, has been compared to that on the Rhine, and many tourists have declared that could they be transported thither, without being aware of their real position, they could almost imagine themselves boating on the bosom of that beautiful German stream. All that portion of the Schuylkill which can be continuously traversed by steamboat lies within the confines of Fairmount Park, and is under the control of the commissioners of that great pleasure-ground.

Steamers.—Several steamers ply on the waters of the river during the summer months, all having their starting-point near the Green Street entrance to Fairmount Park, and on their upward and return journey stop at every interesting point as far north as the ancient Falls Village, at the mouth of the Wissahickon Creek.

Boats.—Row-boats may be hired near the Fairmount water-works, above the steamboat landing, by the hour or by the day, but all persons employing such craft for a pleasure outing are cautioned not to proceed down the river, lest they be caught in the current and carried over Fairmount Dam and be drowned. There is nothing to attract a boating party below the steamboat landing on the river, as all the pretty scenery lies above, where there is no danger and many attractive places to visit.

VII.

LIBRARIES AND MUSEUMS.

Philadelphia as an Educational Center.—Philadelphia has always been regarded as one of the greatest educational centers in the world. Here and there a single establishment may be found, the fame of which is greater than any single one of a similar character in Philadelphia; but her pre-eminence in this respect is gained through the number and general high character of her educational institutions, and the unusual facilities which are offered students. The number of public, private, and semi-public places of this character almost surpasses belief, and few, beyond the great colleges and other noted places of learning which continuously draw on Philadelphia for masters in the arts, sciences, and general education, have any idea how many there are.

The City's Free Libraries.—About 1891, by ordinance of councils, free libraries were ordered to be established throughout the city, under the direct charge of the Board of Education. Six of these places are now (1895) in operation, with a total of over 64,000 volumes and an ever-increasing number of readers. The books are of a miscellaneous character, from fiction to technical science. For a person to have the use of these libraries and take books therefrom, it is only necessary to present a ticket duly signed by two reputable citizens of the neighborhood. One of the libraries now in use, which is located at 17th Street and Montgomery Avenue, although in operation less than three years, has more members and readers than any other library in Philadelphia, not excepting the famous Philadelphia and Mercantile libraries. The locations of the city libraries now open are as follows:

- No. 1, Montgomery Avenue and 17th Street.
- No. 2, Broad and Federal streets.
- No. 3, Frankfort Avenue, below Norris Street.
- No. 4, Roxboro.

No. 5, West Philadelphia Institute, 40th Street, below Ludlow Street.

No. 6, Main Street and Cheltenham Avenue, Germantown.

Free Library of Philadelphia.—The city has another great free library at 1219 Chestnut Street, but over which it has not absolute control, although it makes annual appropriations of moneys for its support. It was established mainly through a bequest of George S. Pepper, approximating \$300,000, and contains about 20,000 volumes. It is entirely free to the public as a circulating and reference library. The books are of the same character as the free libraries, under the absolute charge of the Board of Education.

Apprentices' Library.—The Apprentices' Library is situated at Fifth and Arch streets, and is open without charge to any one. "It was established in 1820, for the use of apprentices and other young persons." It was originally opened in Carpenters' Hall, and subsequently moved to its present quarters in the old meeting house of the Free Quakers.

Athenæum Library and Reading Room.—The Athenæum Library occupies handsome brownstone quarters at the southeast corner of Sixth and Adelphi streets, below Walnut. It was organized in 1813, and for some years it rented the first floor of the Philosophical Society's rooms in Independence Square, on Fifth Street below Chestnut.

Chestnut Hill Free Library.—This library is at Chestnut Hill and occupies quarters in Christian Hall on the Reading Pike near Rex Avenue. No charge is made for the use of books.

Disston Library.—A free library and reading room, 3700 Longshore Street, Tacony.

Friends Free Library.—5418 Germantown Avenue, Germantown. No charge for use of the more than 20,000 volumes, none of which are fiction.

Friends Library Association.—Sixteenth and Race streets. Devoted chiefly to publications connected with Quaker history and contains about 12,000 volumes. Organized in 1835.

Germantown Library.—5521 Germantown Avenue; organized 1861; about 6,000 volumes. Free reading rooms.

Hebrew Literature Society.—322 Bainbridge Street; about 2,000 volumes in English, Russian, Hebrew, and German.

Hirst Free Law Library.—901 Drexel Building. This library was organized in 1883, and opened to the public in 1885. It was founded under a bequest of Lucas Hirst, and is free to the members of the Philadelphia bar and law students. It contains about 8,000 volumes.

Home Teaching and Free Circulating Library for the Blind.—701 Walnut Street.

Law Association Library.—219 South Sixth Street. Founded in 1802. One of the most complete legal libraries in the country.

Lovett Memorial Free Library.—Germantown and Sedgwick streets, Germantown; free to everyone; 8,000 volumes.

Mercantile Library.—18 South 10th Street. This is probably one of the best known libraries in the United States. It was incorporated in 1822, and contains at the present time 172,000 volumes and 10,000 pamphlets. The association was formed in 1820, and opened to the public in 1821, and has now a membership of over 12,000. The reading rooms are free to the public, but members only are entitled to take books from the building.

Philadelphia Library.—Locust and Juniper streets. This library, together with the Loganian Library in the same building, is probably one of the oldest in the United States. The Philadelphia Library was founded by Benjamin Franklin, Thomas Hopkinson, and a few others, July 1, 1731. It first attracted wide attention by importing from London, in 1732, £45,000 worth of books, and before the Revolution had absorbed no less than three local libraries. It was first located on Pewter Platter Alley, between Front and Second, and in 1773 was removed to Carpenters' Hall. In 1790 it occupied a handsome building of its own on the northeast corner of Fifth and Library streets, between Chestnut and Walnut. A few years ago a beautiful structure was erected at Locust and Juniper streets, where it now is with some 180,000 volumes, many of which are of the rarest character. The Loganian Library, which is united with the Philadelphia Library, is a collection of books bequeathed by James Logan, the first secretary to William Penn and at one time Chief Justice of the Province of Pennsylvania. Under his will the library, which contains many rare and curious books in ancient languages, was to be maintained forever for the use of the citizens of Philadelphia. The Loganian Library is always open to any respectable person who wishes to utilize it, and the Philadelphia Library affords the same privilege between 8.30 A. M. and 6.00 P. M., except Sundays.

Ridgway Library.—This great library is located on Broad Street, between Carpenter and Christian. The history of its founding is of more than ordinary interest. Dr. James Rush, a son of Dr. Benjamin Rush, died in Philadelphia May 26, 1869, and by his will left about \$1,500,000 in trust for the erection of a building

suitable for the use of a library of large proportions, for the support of which an additional sum was left. The library was to be called the Ridgway Branch of the Philadelphia Library, the name Ridgway being derived from the maiden name of his wife, a daughter of Jacob Ridgway, a rich merchant of the city. The trustees erected a magnificent structure of the Corinthian style of architecture, at Broad and Carpenter, of dressed granite, with a frontage of 220 feet and a depth of 105 feet. It has three imposing porticoes supported by huge granite pillars. A few years ago a gentleman was sent by the German Government to visit all the large library buildings in the world, for the purpose of studying the best features of each for adoption in a great library in Berlin. Philadelphia was the last place visited, and, after examining the Ridgway Library, he pronounced it to be the finest structure and best fitted for the purpose of any in the world. This institution contains about 110,000 volumes, and it is said to be the best referenced library in America. Open on week-days from 9.00 A. M. to 6.00 P. M., and on Sundays from 1.00 P. M. to 6.00 P. M.

Southwark Library.—765 South Second Street. Incorporated in 1830. This library contains about 20,000 volumes of diversified character.

Wilson's Circulating Library.—117 Walnut Street. It contains 65,000 volumes and is open from 7.40 A. M. to 6.30 P. M.

Other Libraries.—Besides those mentioned, which are libraries exclusively, many educational and other societies possess extraordinarily large collections of books devoted to special lines. Some of these are the largest in America, and in some instances compare favorably with the best in the world. Among these are the following:

Academy of Natural Sciences, 19th and Race streets, 40,000 volumes and about 40,000 pamphlets.

American Catholic Historical Society, 219 South Sixth Street.

American Philosophical Society, 104 South Fifth Street.

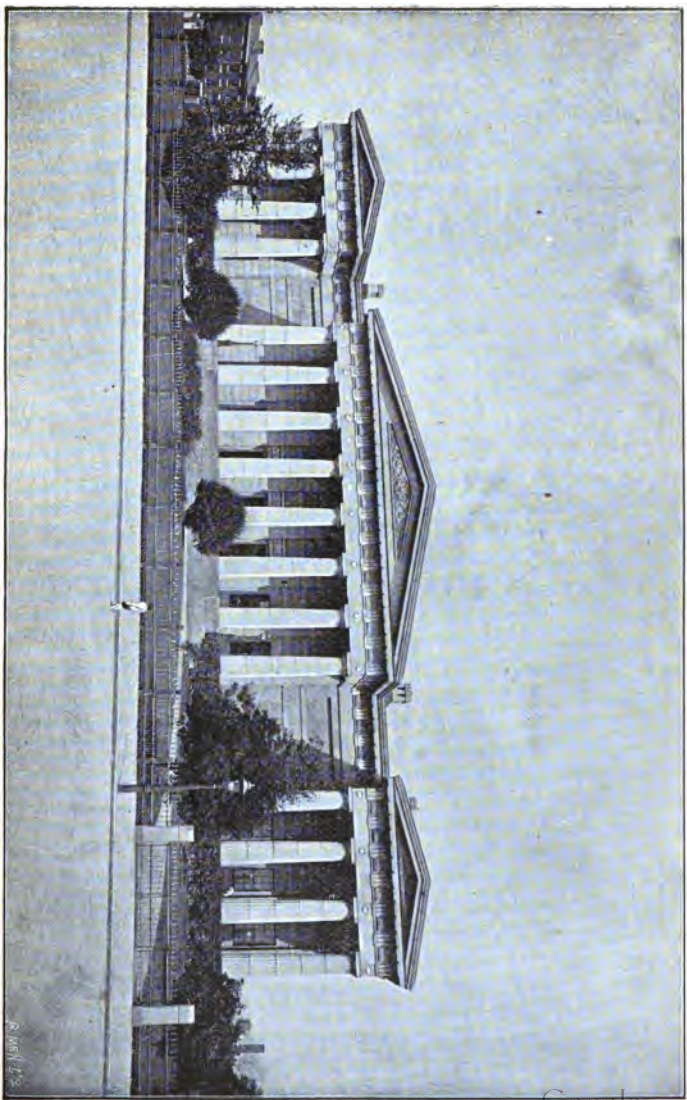
Drexel Institute, 33d and Chestnut streets, 15,000 volumes.

Franklin Institute, 15 South Seventh Street, 40,000 volumes and 26,000 pamphlets.

Hahnemann College (Homœopathic), Broad Street, above Race, 8,000 volumes and 10,000 pamphlets.

German Society, Spring Garden and Marshall streets, 40,000 volumes.

Philadelphia Chapter of American Institute of Architects, 411 Walnut Street.



PHILADELPHIA LIBRARY, RIDGWAY BRANCH.—Broad, Christian, Thirteenth, and Carpenter Streets.

West Philadelphia Institute, 40th and Ludlow streets, 7,000 volumes.

New Church Book Association, 2129 Chestnut Street, 1,500 volumes.

Odd Fellows' Hall Association (soon to be transferred from 140 North Sixth Street to new building at Broad and Cherry streets), 15,000 volumes.

Pennsylvania Horticultural Society, Broad Street, below Locust, 2,000 volumes.

Philadelphia City Institute, Chestnut and 18th streets (free), 14,500 volumes.

Seamen's and Landsmen's Aid Society, 322 South Front Street.

Spring Garden Institute, Broad and Spring Garden streets, 14,000 volumes.

Museums.

Academy of Natural Sciences.—The Academy of Natural Sciences, at 19th and Race streets, is the oldest institution of the kind in America, and famous as being one of the greatest in the world. Its prizes are more esteemed by scientific men than those of almost any other similar organization, and it wields a powerful influence in the realms of science. Some of the greatest masters of Natural History of the age are, or have been, members, and it has fostered nearly every American arctic expedition, except those under the absolute control of the Government. It was founded in 1812, and to-day has a vast museum of treasures of natural history. It has the largest collection of shells in the world, surpassing even the famous one of the British Museum. It is contained in about 60,000 trays, and numbers more than 200,000 specimens. The collection of birds consists of about 27,000 mounted specimens, and some 4,000 unmounted skins, and is excelled by but three European collections. The collection of fossils is one of the most important in the country, and requires some 20,000 trays to contain it. In addition to the regular geological collection, the academy cares for and exhibits the collection of the Pennsylvania State Geological Survey. The herbarium contains upward of 35,000 species of plants, and, with the exception of the one at Harvard, is the most extensive in America. There are 1,700 human skulls, and in its archæological collection is surpassed only by two similar ones in this country. Its collections of minerals and insects are unequaled in the United States, and its osteological

specimens and alcoholic preparations are of priceless value. The Academy of Natural Sciences fronts on Logan Square, and is a huge and handsome building, part of which is of serpentine and part of brick and terra cotta. The museum, library, and meetings, in fact all things pertaining to the institution, are open daily, except on Sunday, to visitors and students. There is no charge for anything. It is the freest institution in the world.

American Philosophical Society.—Independence Square, Fifth Street below Chestnut. This venerable society was founded in May, 1763, and in 1785 it erected the present building on Independence Square, under authority of the New Commonwealth of Pennsylvania. Its first president was Benjamin Franklin, who was followed by David Rittenhouse, the famous astronomer, the third being Thomas Jefferson, afterward President of the United States. Prof. Caspar Wistar, Prof. Robert Patterson, Chief Justice William Tilghman, and other famous men were also at various times presiding officers. The present president is the venerable and much-beloved Frederick Fraley. The building is of Pennsylvania marble and is a plain and unassuming edifice. It contains a library, lecture room, and museum. Visitors are admitted daily on application.

Commercial, Educational, and Economic Museum.—City Hall—near west entrance, North Side. The Commercial, Educational, and Economic Museum is the property of the city and is under the charge of a Board of Trustees composed in part by members of City Councils, the Board of Education, the Fairmount Park Commission, and of persons selected by certain scientific and educational institutions. It is of recent origin and was the conception of Prof. William T. Wilson, and carried out through the efforts of Prof. Thomas Meehan, a member of Common Council. Although only a little more than a year old, this museum is already the largest of the kind in the world, and the first established in America. In the commercial museum is gathered the material and fabrics of the world, and in the educational exhibit everything of interest in pedagogical matters. The collections are made up chiefly from the Centennial Exposition of 1876 and the Columbian Exposition of 1893. Owing to want of space to exhibit them, the collection of educational material is temporarily stored in various educational institutions in the city.

Franklin Institute.—15 South Seventh Street. This society was organized in 1824, for the encouragement of the mechanical arts. It occupies a plain edifice on the east side of Seventh Street, far too

small for its work, and a movement is on foot to build another and larger edifice in a more central location. It supports a school of instruction, and periodically gives large and fine exhibitions on special subjects.

Pennsylvania Horticultural Society.—Broad Street, below Locust. This is the oldest society devoted to horticultural matters in America. It was founded in 1829, and until recently owned a magnificent building in which, at least twice a year, elaborate floral exhibitions were given. The structure was ultimately destroyed by fire, but is now being rebuilt.

Pennsylvania Museum and School of Industrial Art.—Museum in Memorial Hall, Centennial grounds, Fairmount Park. School, northwest corner of Broad and Pine streets. It was founded in 1876, for the "establishment in Philadelphia of a Museum of Art in all its branches and technical applications, and with a special view to the development of the art industries of the State, etc." The collections in Memorial Hall belonging to this institution embraces examples of art work of every description, and is well worth a visit.

Wagner Institute.—Seventeenth Street and Montgomery Avenue. Founded by William Wagner, and devoted to free lectures, etc., during the winter months. The Institute contains a valuable library, philosophical and chemical apparatus, and a fine cabinet of minerals.

National Museum.—See INDEPENDENCE HALL.

VIII.

CHURCHES.—RELIGIOUS AND BENEVOLENT WORK.

There are more than 700 churches in Philadelphia, comprising over forty independent and semi-independent denominations. They are so scattered over the great city that the worshiper need not go far from his home or stopping place without finding a place in which to pursue his devotions according to the form he has been accustomed to. Most of the leading Protestant and many of the Roman Catholic churches advertise their sermon for the succeeding Sabbath in the religious-notice column of the *Public Ledger* on the preceding Saturday.

There is scarcely a denomination unrepresented in the city. There is even a church of the anti-polygamous Mormon faith located within its boundaries. In all the churches strangers are cordially welcomed and given seats by the ushers. As a rule the services in the Protestant churches begin at 10.30 in the morning and 7.30 in the evening.

Alphabetically arranged, the principal denominations are as follows:

Baptist.

The Baptist denomination has a powerful hold on the affections of the church-going people of Philadelphia, and about 100 of its edifices are scattered within its limits. The denomination has been established in the city since 1695, although the first regular congregation was not formed until three years later. This congregation is known as the

First Church, and is located at the northwest corner of Broad and Arch streets, in an imposing brownstone church with a steeple of the same material. The Rev. George Dana Boardman, D. D., one of the most powerful preachers of the denomination, is its pastor.

Fifth. — Northwest corner 18th and Spring Garden streets. This

is another old church, it having been founded in 1811, and now has for its pastor the Rev. W. T. Chase, a popular preacher. The church is of brownstone and is built in the Gothic style of architecture.

Tabernacle.—Chestnut and 17th streets. This is one of the attractive churches of the city, having a semi-circular portico of red sandstone pillars, and is striking in its general architecture. The Rev. George E. Reese, D. D., is pastor.

Memorial.—Northeast corner Broad and Master streets. A handsome church of greenstone with light stone trimmings. Its interior fittings are more than ordinarily handsome. The Rev. T. Edwin Brown, D. D., a popular speaker, is pastor.

Grace.—Broad and Berks streets. This is probably the handsomest church of the denomination in the city. It is of light stone mixed Gothic, and with elegant interior fittings and furnishings. It is ordinarily known as the Temple Baptist. Its pastor, the Rev. Russell H. Conwell, D. D., is a pulpit orator and stage lecturer of national reputation.

Other Noted Churches of the Baptist denomination having popular clergymen in charge, are:

East, Hanover and Girard Ave., Rev. C. H. Woolston.

Fourth, Fifth and Buttonwood, Rev. John B. G. Pidge, D. D.

Gethsemane, Columbia Ave. and 18th, Rev. Byron A. Woods, D. D.

Mantua, 40th and Fairmont Ave., Rev. J. G. Walker, D. D.

Roxborough, Ridge Ave. near Lyceum, Rev. J. W. Willmarth, D. D., LL. D.

Second, Seventh Street below Girard Ave., Rev. J. Gordon, D. D.

Congregational.

There are but six Congregational churches in the city, and but one has any fame outside the locality in which it is situated. This church is known as the *Central*, 18th and Green streets. It is a Gothic church, and it, with several smaller religious edifices grouped about it, renders the whole striking and attractive. The pastor is the Rev. Charles H. Richards, D. D.

Disciples of Christ.

This organization numbers also six churches. Chief among these is the

First Church.—Berks and Mervine streets. This congregation

occupies a pretty and commodious edifice and has as its pastor the Rev. Allan B. Philputt, an eloquent and learned preacher.

Friends.

The Society of Friends is very strong in Philadelphia and has a number of large meeting-houses in different parts of the city. All of the ministers, without exception, when the spirit moves them to speak, are eloquent to a rare degree, and the sentences as they flow from the lips are pregnant with poetic thought. The meeting-houses are severely plain, and this characteristic, together with their surroundings of venerable trees and large yards, give the visitor the impression he is in the country amid the fields and meadows, far from the "madding crowd."

Fourth and Arch.—This meeting-house is the oldest in the city. The ground was given by William Penn for a graveyard, and thousands of bodies are buried there. The present meeting-house was erected in 1804.

German Reformed.

Among the English German-Reformed churches, *Christ*, on Green, below 16th, Rev. James Crawford, D. D.; and the *First*, 10th and Wallace, Rev. John H. Seehler, D. D., are perhaps best known.

Jewish.

Ten Jewish congregations have tabernacles in Philadelphia, and all are large and flourishing.

Mikve Israel.—This is the oldest congregation of the Jewish faith, and it occupies a commodious building on Seventh Street near Arch. It was organized in 1747. The Rabbi is the Rev. S. Morais, LL. D., one of the greatest Hebrew scholars living.

Keneseth Israel.—Broad Street and Columbia Avenue. This is in some respects the most noted in Philadelphia, because of the fame of the Rabbi, the Rev. Dr. Joseph Krauskopf. Wherever the oppressed are, there the name of Doctor Krauskopf is known and blessed. Among the Jews in Russia his name is a household word, loved and revered. On a recent visit to that country the Rev. Dr. Krauskopf was received with honor by the Russian officials and accorded every opportunity to pursue his benevolent work. In Philadelphia he is at the head of many prominent reforms for the benefit of the poor and suffering. As a speaker he is powerful and magnetic.

Rodeph Shalom.—Broad and Mount Vernon streets. This is the most striking church edifice in the city; built in the Moorish style of architecture it forms a conspicuous object for squares about it.

Lutheran.

The Lutheran denomination is among the oldest in Philadelphia, dating its beginning as early as 1638, considerably before the arrival of William Penn. It was not, however, in full formation until the arrival of Henry Melchior Muhlenberg in 1742. There are at present about three dozen churches in the city. Of the various Lutheran congregations the one occupying the handsomest structure is that of the

Holy Communion.—Southwest corner Broad and Arch streets. It is one of the finest churches in the city, and is of a peculiar castellated style of architecture and built of greenstone. The interior is richly fitted up and the whole church cost over \$200,000. The minister is the Rev. Joseph A. Seiss, D. D., LL. D., a well-known divine.

St. Johannes.—(German Lutheran) 15th and Race streets. Is a neat Gothic edifice of brick. The Rev. A. Spaeth, D. D., a forcible and popular speaker, is minister.

St. John.—(English Lutheran) Race Street, below Sixth. An elegant and solid brick edifice having the Rev. Edward E. Sibole as pastor.

Methodist Episcopal.

There are in all over 100 Methodist churches in Philadelphia, the greater number of which are plain structures in accord with the simple doctrines of the denomination. There are, however, some notable exceptions, the most conspicuous among which are the Arch Street and Grace churches.

St. George.—Fourth Street, below New. This is the oldest Methodist church in the city, having been built about 1770.

Arch Street.—Southwest corner Broad and Arch streets. This church is built of white marble, and, like so many other edifices of a similar character, is of the Gothic style of architecture.

Grace.—Broad and Master streets. This church resembles the preceding in general design, and is decorated in a costly manner.

Spring Garden.—Twentieth and Spring Garden streets. The Spring Garden Church is a plain, early English Gothic style, without any of the usual ornamentations, and is built of brownstone, with a

tower at one corner. The Rev. George Elliott, D. D., one of the popular Methodist divines, is now located there.

Other Popular Churches.—Among the Methodist churches in which well-known preachers are located are the

Kensington.—Marlborough and Richmond, Rev. W. C. Webb.

Park Avenue.—Park Ave. and Norris, Rev. J. A. M. Chapman, D. D.

Seventh Street.—Seventh and Norris, Rev. J. R. Westwood.

Moravian.

There are but four Moravian churches in the city, located as follows:

First, Fairmount Ave., below 17th.

Second, Southeast corner Franklin and Thompson.

Third, Kensington Ave., below Venango.

Fifth, Germantown Ave., above Dauphin.

The Moravian Church is noted for the sweetness of the music rendered, especially at Easter and Christmas.

Mormon.

The only Mormon congregation in the city is at 1325 Columbia Avenue. It is anti-polygamous, and is known as the Reorganized Church of Jesus Christ.

Presbyterians.

More than 100 churches of various shades of this denomination are located in the city. Among the most prominent are:

First.—Seventh and Locust streets. This congregation has the honor of being the first organized in Pennsylvania. It had its beginning in 1698. It occupied various quarters until it built its present Ionic structure in 1822. Its pastor is the Rev. G. D. Baker, D. D., a popular preacher.

Second.—Twenty-first and Walnut streets. This celebrated church had its origin in 1743, and was a split-off from the First, through the preaching of the eloquent itinerant George Whitefield. Like the parent congregation, it occupied a number of locations until it settled in its present splendid house, which is constructed of granite, brownstone, redstone, bluestone, serpentine, and drab-colored sandstone. Few churches in the city are richer in tracery, arabesques, texts, and mottoes. Its pulpit is a splendid work of art, and its organ one of the finest in Philadelphia. Its pastor, the

Rev. John S. MacIntosh, D. D., is one of the most noted Presbyterian divines in the country.

Bethany.—Twenty-second and Bainbridge streets. Bethany is one of the largest churches of any of the Protestant denominations in the city. It can seat 2,000 persons with ease, and it is frequently filled with worshippers. Its Sunday-school is still larger, and more than 2,000 scholars are enrolled on its books. It is at this church that John Wanamaker worships, and this Sunday-school that he is superintendent of. It has also a noted pastor in the person of the Rev. Charles A. Dickey, D. D.

West Arch.—Eighteenth and Arch streets. It is claimed by many that this is the finest church edifice in the city. It is of the Corinthian style of architecture, with a magnificent portico and a central dome 170 feet high. The Rev. Mervin J. Eckels is pastor.

Other Churches.—Other churches of the Presbyterian denomination having well-known preachers are the

Bethlehem, Broad and Diamond, Rev. B. L. Agnew, D. D.

Calvary, Locust, near 15th, Rev. J. Sparhawk, D. D.

Central, Broad St. and Fairmount Ave., Rev. J. H. Munro, D. D.

Chambers, Rev. Thomas A. Hoyt, D. D. (of wide reputation).

Holland Memorial, southeast corner Broad and Federal, Rev. William Paden.

MacDowell Memorial, 21st St. and Columbia Ave., Rev. J. L. Scott, D. D.

Memorial, 18th St. and Montgomery Ave., Rev. S. A. Mutchmore, D. D.

North Broad, Broad and Green, Rev. Chas. Wadsworth, Jr.

Northminster, 35th and Baring, Rev. R. H. Fulton, D. D.

Olivet, 22d and Mount Vernon, Rev. L. Y. Graham, D. D.

Oxford, Broad and Oxford, Rev. Paul F. Stephen, D. D.

Princeton, Saunders St. and Powelton Ave., Rev. J. A. Henry, D. D.

Tabernacle, 37th and Chestnut, Rev. Henry C. McCook, D. D.

Walnut Street, Walnut, west of 39th, Rev. Stephen W. Dana, D. D.

Wylie Memorial, Broad, near Spruce, Rev. W. J. Wylie, D. D.

Protestant Episcopal.

Of the churches in Philadelphia the Protestant Episcopal denomination owns nearly one-seventh of the whole. The oldest is the Old Swedes Church at Front and Christian streets, and among the most fashionable are St. Marks, Locust and 16th streets; St. James, 22d and

Walnut streets; Holy Trinity, 19th and Walnut streets. Next to the Old Swedes, the two churches having the greatest historical interest are Christ Church, Second Street, above Market; and St. Peters, at Third and Pine streets. Among the High churches is St. Clements at 20th and Cherry streets; and another, of the Protestant Episcopal denomination, which draws large congregations on Sunday is St. Stephens, 10th Street, above Chestnut. Prominent among the churches of this denomination having rectors who are popular and eloquent speakers are :

Atonement, 17th and Summer, Rev. I. Newton Stanger, D. D.
Calvary, Manheim St., Germantown, Rev. J. DeWolf Pervy, D. D.
Christ, Tulpehocken St., Germantown, Rev. J. B. Falkner, D. D.
Epiphany, 15th and Chestnut, Rev. T. A. Tidball, D. D.
Holy Apostles, 21st and Christian, Rev. H. S. Getz.
Incarnation, Broad and Jefferson.
Mediator, 19th and Lombard, Rev. S. E. Appleton, D. D.
Savior, 38th, above Chestnut, Rev. Wm. B. Bodive, D. D.
St. Andrew, Eighth, above Spruce, Rev. W. F. Paddock, D. D.
St. Luke, 13th and Spruce, Rev. L. Bradley.
St. Mark, Locust, above 16th, Rev. A. G. Mortimer, D. D.
St. Mary, Locust, at 39th, Rev. T. C. Yarnall, D. D.
St. Matthews, 19th and Wallace, Rev. R. A. Edwards, D. D.
St. Paul, Chestnut Hill, Rev. J. A. Harris, D. D.
Transfiguration, 34th and Walnut, Rev. Sidney Corbett, D. D.

All of these churches are fine specimens of architecture, and all have elaborate and elegantly decorated and furnished interiors.

Old Swedes.—Old Swedes Church, as it is generally called, or Church of the Gloria Dei, as it is legally known, is the oldest in the city, and until 1843 belonged to the communion of the Swedish Lutheran Church, and for 130 years was under the charge of ministers sent from Sweden. The edifice now standing was begun May 28, 1698, and dedicated July 2, 1700. Among the dead in the venerable churchyard surrounding the sacred edifice are the remains of Alexander Wilson, the celebrated naturalist.

Christ Church.—Second Street, above Market. This historical church occupies the site of a frame building erected in 1695. A portion of the present edifice was built in 1727, and the remainder was erected at various intervals. In this church President Washington worshiped, and his pew still remains and is shown. President Adams also was a worshiper here, and Benjamin Franklin had a pew in this church for many years. John Penn, one of the former proprietors of Pennsylvania, was buried in the place in 1795, and a

tablet to his memory yet remains, although the body was removed to England some years ago. Other great patriots of the Revolution are interred in the adjacent ground or under the floors of the church. Some of the communion service in use was presented to the church by Queen Anne, in 1708.

St. Peter's, Third and Pine streets, is another remarkable church of this denomination. It was commenced in 1758 and completed three years later. The building, both as to its exterior and interior arrangements, is kept as nearly as possible in the original state. In the churchyard repose the remains of Commodore Decatur.

St. Paul's, Third Street, below Walnut, is within a few months of being as old as the preceding. The edifice now standing is the original one, although the interior is greatly altered. Edwin Forrest is buried in one of the vaults of the church.

St. James', northwest corner 22d and Walnut streets, is one of the wealthiest Protestant Episcopal churches in the city. Its building is of the Gothic style of architecture, of stone of different colors, and the interior is fitted up with rich decorations. The Rev. Joseph N. Blanchard, one of the celebrated divines of the city, is rector.

Holy Trinity.—Nineteenth and Walnut streets. This is another very wealthy congregation, and has for its rector the Rev. William N. McVickar, one of the most distinguished Protestant Episcopal clergymen in the country. The building is a massive brownstone structure of the Gothic style, and the interior is imposing to a marked degree.

St. Stephen.—Fourth Street, above Chestnut. This church is of a peculiar style of architecture, with two high octagonal towers fronting it. The interior is finished in the Gothic style, and on the northern side is a small chapel in which is the Burd Monument, consisting of three figures in pure white marble, erected by Edward Shippen Burd in memory of his family. The rector of the church is the Rev. Dr. S. D. McConnell, a popular preacher.

Reformed Episcopal.

There are three churches among the Reformed Episcopal which have reputations beyond their fellows; these are: *Christ Memorial*, northeast corner Chestnut and 43d streets, Rev. Wm. Tracy, D. D.; *Our Redeemer*, 16th and Oxford streets, Rev. H. S. Hoffman, D. D.; and *St. Paul*, Chestnut Street, above 21st, Bishop W. R. Nicholson, D. D.

Reformed Presbyterian.

Among the Reformed Presbyterians, the noted churches are: *Fourth*, 19th and Catharine streets, Rev. David Steele, D. D.; and *First Church of the Covenanters* (Synod), 17th and Bainbridge streets, Rev. T. P. Stevenson, D. D.

Roman Catholic.

There are sixty-four Roman Catholic churches in Philadelphia, and all the churches are commodious and have large congregations. Several have considerable historical interest.

St. Joseph's. — Willings Alley, below Fourth Street. On this site was built the first Roman Catholic church in Pennsylvania, by a member of the Society of Jesus, who came from Maryland, in 1731, for that purpose. The present structure was consecrated in 1839. The rector is the Rev. John Scully, S. J.

St. Mary. — Fourth Street, near Spruce. This church was the second of the kind erected in Philadelphia. The present building, not quite so large as now, was consecrated in 1763, and for many years, beginning with 1810, it was the Cathedral Church. The rector is the Very Rev. D. I. McDermott, D. D.

St. Augustine. — Fourth Street, below Vine. St. Augustine Church has had an eventful history. Built in 1801, under the direction of hermits of the Order of St. Augustine, it had over the altar Rush's great work, sculptured in wood, of the crucifixion. In 1826 a cupola was built to the church, and possession was gained for the clock of the old State House bell which belonged to Pennsylvania in Colonial times. When the anti-catholic riots broke out in Philadelphia in 1844, the anger of the mob was directed especially against this church, and on May 8th was destroyed by it with fire. The present edifice was built two years later.

Cathedral of St. Peter and St. Paul. — Eighteenth Street, between Race and Vine streets. The Cathedral of the Roman Catholic church in Philadelphia is a conspicuous object for many squares, and from the higher points may be seen several miles away. Surmounting the Cathedral is a huge dome, 51 feet in diameter and 156 feet above the pavement. The interior of the Cathedral is cruciform and designed in the most elaborate Roman-Corinthian style. The pavement is of marble, and the light is all received from above. Over the grand altar is a painting of the Crucifixion, by Constantine

Brumidi, and is one of the finest works of art in the city. The corner-stone of the building was laid September 6, 1846, and services were first held in it on Easter Sunday, 1863, but it was not dedicated until November 20, 1864. The Most Rev. P. J. Ryan, D. D., is the archbishop.

Other Notable Churches.— Other notable churches having prominent Roman Catholic clergymen are:

Gesu, 18th and Stiles, Rev. P. J. Dooley, S. J.

Sacred Heart of Jesus, Third below Reed, Rev. John J. Ward.

St. Elizabeth, southeast corner 23d and Berks, Rev. Bernard Dornhege.

St. James the Greater, 38th and Chestnut, Rev. P. J. Garvey, D. D.

St. John the Evangelist, Rev. P. R. O'Reilly.

St. Patrick, 20th and Locust, Rev. William Kiernan, D. D.

St. Peters, Fifth and Girard Ave., Very Rev. Fid. Speidel, C. S. S. R.

St. Philip de Neri, Queen above Second, Rt. Rev. Mgr. Nicholas Cantwell, V. G.

St. Teresa, Broad and Catharine, Rev. Hugh Lane.

St. Vincent de Paul, Price Street, Germantown, Rev. J. J. V. Talley, C. M.

Swedenborgians.

The Swedenborgians, although they originated in this city through the preaching of the Rev. Manning B. Roche, have but two churches, both of which are handsome and commodious. These are the

First.— Chestnut and 22d.

Frankford.— Paul and Unity.

Unitarian.

This denomination while it has not the strength in Philadelphia it has in Boston, has yet a large following and supports three large and wealthy congregations. The most noted of these is the

First Church.— Chestnut and Aspen, near 21st. For more than fifty years this congregation was presided over by the greatly beloved and scholarly Rev. Dr. Furness, who even yet, despite his great age, occasionally fills the pulpit. A worthy successor, the Rev. Joseph May, LL. D., is in regular charge.

Universalist.

There are but two churches of this denomination in Philadelphia, but both have flourishing congregations. One of these two, the

Church of the Restoration, is a handsome building at Master and 17th streets. The other is the

Church of the Messiah, at Broad Street and Montgomery Avenue. The pastor is the Rev. Edwin C. Sweetser, D. D., a divine who achieved much popularity as a speaker in other cities before being called to his present charge.

Denominational Societies and Missions.

Among the denominational and undenominational missions and societies the following are conspicuous:

Presbyterian Board of Publication.—1334 Chestnut Street. Organized in 1838, it now occupies a beautiful Gothic structure with front of New Hampshire granite, with columns of colored and polished Aberdeen granite. From here the publications of the denomination are issued and much of its business transacted.

American Sunday-School Union.—1122 Chestnut Street. This society was instituted in May, 1824, and is a combination of local associations for the encouragement and assistance of Sunday-schools. Hundreds of thousands of volumes have been printed and put in circulation by this union.

American Baptist Publication Society.—1420 Chestnut Street. This society occupies an elegant white marble structure in which not only the publication of Baptist literature is carried on, but is used for convocations of ministers and other purposes.

Pennsylvania Bible Society.—Seventh and Walnut streets. This is the oldest association for distribution of the scriptures in America. It was instituted in 1808. During its existence it has gratuitously distributed or sold over 5,000,000 copies of the Bible.

Presbyterian Board of Relief for Disabled Ministers and Orphans of Deceased Ministers.—1334 Chestnut Street. This association is believed to be one of the oldest annuity companies in the world, and is certainly the first in this country. It was founded May 24, 1754. A charter was granted it by the Penns, in May, 1760.

Protestant Episcopal Corporation for the Relief of Widows and Children of Clergymen.—708 Walnut Street. This organization was formed soon after that of the Presbyterian church. Its charter was granted by John Penn, February 7, 1769.

Benevolent, Charitable, and Humane Institutions.

American Anti-Vivisection Society.—118 South 17th Street. The object of this society is the total abolition of all vivisectional experiments on animals and other experiments of a painful character.

Bedford Street Mission.— 617 and 621 Alaska Street. Organized 1853 to prevent pestilence and spread of epidemics by furnishing the means of cleanliness for persons and premises, and to educate the young in habits of industry, morality, and religion. Entertainments are furnished at the Mission building.

Sick Diet Kitchens.— 411 Spruce, 1348 Mascher, 1719 South Ninth, 768 South 19th, and 2039 Summer streets. The diet kitchens are under the Protestant Episcopal City Mission, and were first organized in November, 1875. These furnish, to the invalid poor, delicate and nutritious food, which is otherwise hopelessly beyond their reach. In 1894 about 50,000 meals were dispensed.

Central Soup Society.— 709 and 711 Cherry Street. Incorporated March 4, 1861, for the purpose of furnishing the poor with soup and bread. Another organization of this character, founded in 1837, is located at 1615 South Street.

Children's Aid Society.— 127 South 12th Street. The principal object of this society is the boarding of dependent children in separate family homes; their removal from almshouses, and the training in private families of juvenile delinquents of tender years, who would otherwise be committed to penal institutions. Thousands of little ones have been rescued from almost certain infamy by the work of this aid society.

Children's Country Week Association.— There are few nobler charities in Philadelphia than this one, or which is held in higher popular esteem. Its purposes are: To enable poor children and poor adult invalids of the city to spend a part of the warm months in the country; to provide free excursions for the poor of the city, and to secure permanent country homes for the city's poor. The active work of the association is carried on during the months of July and August, and many thousand dollars are expended during these months annually. Hundreds of little ones are taken every Monday to certain places in the country, and brought back two weeks later. Each child is carefully tagged and directed to special farm-houses for that period, and their board paid by the association. It is a sight long to be remembered to watch the long procession of white-faced, yet expectant, little ones being marched to the train, when their time of outing arrives, and one feels that the association is indeed doing a blessed work when those same children return brown-faced and healthy-looking from their outing. It is one of the most disinterested charities in the city, since not an officer or member of the Country Week Association receives a cent of compensation for their work.

Children's Sea Shore House, Etc.—This institute is the first of the kind in the United States, and the headquarters of its secretary, Mr. Frank K. Hipple, is 1340 Chestnut Street. Although purely a Philadelphia charity, its building is at Atlantic City. Here poor children suffering from non-contagious diseases are cared for by competent nurses. Besides the main building, the society has erected a number of little cottages close to the beach, in each of which a mother is given room to care for her sick infant. She may also have one or more other children with her, and have for herself and them the exclusive use of the cottage.

Day Nurseries.—The Day Nurseries are for the purpose of receiving and caring for children of poor, industrious working women whose employment calls them from their homes during the day. These are located at 1826 Federal, 2218 Lombard, 1008 North Fifth, 427 Pine, and 302 North 16th streets.

French Benevolent Society.—Founded 1793. 106 Walnut Street. Object—to aid, by counsels and also by pecuniary and other lawful means, all persons of French extraction, as well as widows and children of Frenchmen who have been reduced to want by misfortune.

Friedlander Union.—310 North Fourth Street. Instituted in 1871. Object—to care for the blind when sick, and to bury them when dead.

Law and Order Society.—920 Walnut Street. To enforce laws and uphold decency and good order in the community, particularly those regarding Sunday observances and the sale of liquor.

Mercantile Beneficial Association.—400 Chestnut Street. Instituted April 29, 1842, for the purpose of relieving such of its members as may be in want from sickness, loss of employment, or other misfortune. The identity of the beneficiaries is kept secret.

Mercer Memorial House.—Pacific and Ohio avenues, Atlantic City. Organized and managed by Philadelphians, to provide a place in which invalid women of moderate means can have not only the comforts of a home, but also be cared for by a physician.

Merchants' Fund.—400 Chestnut Street. Founded in 1854, to relieve those merchants who are reduced to indigence by misfortune or sickness. They are aided privately. Eighteen thousand dollars was distributed in this way in 1894.

Midnight Mission.—919 Locust Street. Country home, East Walnut Lane, Germantown. Organized February 1, 1868, for the purpose of the rescue and reformation of fallen women, offering them a

refuge in its two homes, where they are taught industrial pursuits until fitted to earn a reputable living, when they are either restored to their families or provided with employment.

Northern Association.—702 Green Street. Organized in 1844, for the relief and employment of poor women. Here the aged and infirm of all denominations, if found worthy, are furnished with sewing adapted to their abilities, and recompensed therefor.

Prison Society.—1705 Chestnut Street. Instituted in 1787. The members visit prisoners and endeavor to surround them with hopeful and religious influences, and afford advice and aid. They also clothe and enable liberated convicts to reach a distant home, or to procure employment in the city or vicinity.

Seamen's Friend Society.—422 South Front Street. Founded in 1843, to provide libraries on board vessels, to furnish a reading room on shore, and a home for shipwrecked or indigent sailors.

Sheltering Arms.—717 Franklin Street. This charity has for its objects to care for in extremity every mother with a young child who may have gone astray through temptation, but not through viciousness; to care for babies made orphans by abandonment; and to afford temporary relief to deserted wives or to a motherless baby, until the father can make arrangements to have it cared for.

Sunday Breakfast Association.—12th Street, above Race. Organized November 6, 1878, for the promotion of Christianity and temperance, and the amelioration of the condition of the poor, by giving a free breakfast on Sunday morning.

Temporary Home Association.—505 North Sixth Street. Incorporated January 29, 1882, to secure from frauds and impositions a class of persons whose homeless condition exposes them to the arts of the vicious and designing; to provide a safe shelter or transient boarding house for females out of employment, and to provide a temporary asylum for destitute children until permanent homes can be provided for them.

Women's Directory.—238 South 10th Street. Organized January, 1893, and called into existence to offer sisterly sympathy and practical assistance to deserted mothers, and to young women who, through their own error, or bad influence or criminality of others, are in the perplexity and distress of unmarried motherhood; to care for their offspring, and for infants abandoned by their mothers.

Society for Prevention of Tuberculosis.—806 Walnut Street. Formed to prevent the spread of consumption by promulgating the

doctrine of its contagiousness, by instructing the public in practical methods of avoidance and prevention, by visiting the consumptive poor and supplying them with the necessary materials with which to protect themselves against the disease, by furnishing the consumptive poor with hospital treatment, and by coöperating with the Board of Health.

Union Benevolent Association.—118 South Seventh Street. Organized 1831 for the encouragement of industry, the suppression of pauperism, and the relief of suffering among the worthy poor. This organization has during its existence visited about 400,000 families in distress, furnished help to nearly half a million people, and distributed more than \$1,000,000. The society conducts a store at 202 South 11th Street for the employment of needy sewing women.

Visiting Nurse Society.—1340 Lombard Street. Established to provide nurses for all non-contagious cases of illness, and to supply comforts for the sick and clothing for infants.

• **Western Temporary Home.**—35 North 40th Street. The object of this home is to provide temporary shelter and protection for destitute children, also convalescents leaving hospitals are cared for until the women are able to work and the children provided with homes.

Women's Branch Society for Prevention of Cruelty to Animals.—118 South 17th Street. Organized April 14, 1869.

Women's Christian Association.—18th and Arch streets. To provide work for self-supporting women; to provide a boarding home for girls receiving not more than \$6 a week, and under twenty-five years of age, at \$3 and \$3.50 a week. This organization owns a beautiful and many-storied building at the southwest corner of 18th and Arch streets, and in it nearly all the work is done by women. A free library, a free employment agency, classes in various sorts of instruction, etc., are maintained in the building. A cottage is owned at Asbury Park, N. J., and a home at Bristol is supported.

Young American Humane Union.—916 Spruce Street. Established in 1874, and unites boys and girls, as well as older persons, in two branches, "The Boys Society" and "The Band of Mercy." The object of the organization is to promote kindness to all living creatures, and its work is the furtherance of humane education. It has a library free, daily, from 12.00 to 2.00 P. M. and from 4.00 until 6.00 p. m., on week days, and all day on Saturday.

Young Men's Christian Association.—15th and Chestnut streets. This society owns a beautiful building for the furtherance of its

well-known and grand objects. It has the following branches in the city: 1858 Frankford Avenue; 1518 Columbia Avenue; 40th Street and Powelton Avenue; 12th and Lombard streets; 4344 Frankford Avenue; 3607 Haverford Street (Pennsylvania Railroad Department); 12th Street and Girard Avenue; Philadelphia & Reading Railroad Department; Haddington; University of Pennsylvania; Hahnemann College; Medico-Chirurgical and Pennsylvania Dental Colleges.

Young Women's Union.—Hebrew. 230 Pine Street. This institution supports a shelter, day nursery, kindergarten, and household school, and is directed entirely by young women.

Church Training and Deaconess House.—708 Spruce Street. To provide a systematic course of study and training for women who wish to fit themselves for effective service in parochial or missionary work.

Home Missionary Society.—533 Arch Street. Applicants for aid, without regard to creed or color, are visited; and food, clothing, and fuel given in all deserving cases; counsel, encouragement, and employment are offered; the sick are visited and relieved; and destitute and friendless children are cared for in country families and taught useful trades.

Home Teaching for the Blind.—701 Walnut Street. 'The poor adult blind who can not enter institutions are taught to read at their homes, free of charge.

Magdalene Society.—213 North 21st Street. This is among the oldest institutions of the kind in this country, having been organized in 1799, to rescue female outcasts, who, without a helping hand, would probably plunge into the lowest depths of infamy and disgrace. When an unfortunate is brought within the folds of this institution she is retained, if possible, until after a sufficient time has elapsed for breaking off old associations, when a home is provided or the woman is restored to her family.

Fountain Society.—13 Bank Street. Organized April 21, 1869, for the erection and maintenance of public drinking fountains for the health and refreshment of the people, and for the benefit of dumb animals. This society has erected more than sixty such fountains in different parts of the city.

Post Graduate School of Homœopathic and Free Dispensary.—1317 Ridge Avenue. Opened January 24, 1891. Gratuitous services are given the poor, and free prescriptions and medicines are furnished.

Society for Organizing Charity.—1705 Chestnut Street. Organized in 1878. The mayor of Philadelphia is ex-officio president of this society, which has the following branches in the city: 1015 South Sixth Street, 338 Griscom Street, 309 Branch Street, 1510 Lombard Street, 1534 Sansom Street, 206 North 12th Street, 817 North Fourth Street, 2038 Brandywine Street, 78 Laurel Street, 1953 North Second Street, northwest corner 12th Street and Columbia Avenue, 3430 Ridge Avenue, 8 Harvey Street (Germantown), 4661 Penn Street (Frankford), 4018 Powelton Avenue, 2035 Christian Street, 1953 North Second Street. The objects of this society are to improve the condition of the poor, and to protect the community from imposture. The rules require that applicants for relief shall go to the nearest branch, and that begging letters be sent to the central office.

Sabbath Association.—1224 Chestnut Street. Instituted in 1840, for the object of saving the Sabbath from desecration. The work is carried on by means of sermons, tracts, public meetings, and personal appeals.

Sanitarium Association.—President George D. McCreary; Secretary Eugene Wiley, 330 Reed Street; Treasurer Edward H. Rowley, 18 North Front Street. Buildings of the association, Red Bank, on the Delaware. (See "A TRIP DOWN THE RIVER," in Chapter VI.) The Sanitarium Association is regarded by Philadelphians with the same love and reverence that is bestowed on the Children's Country Week Association and the Children's Country Week Society, and many thousand dollars are contributed annually to further its noble work. It maintains, in its health-giving resort at Red Bank during the warm months, on an average of over 2,000 poor children daily, and about 200,000 persons annually. Every dollar contributed by the benevolent and generous goes directly for the benefit of the little ones cared for, as there are no salaries paid, except to the nurses and physicians having direct charge of the children.

Homes and Institutions.

Bethesda Children's Home.—Willow Grove Avenue, near Wyndmoor Station, Chestnut Hill. Founded about thirty-five years ago, to provide for orphan and homeless children. It is supported by voluntary contributions and is non-sectarian. The grounds are part of an old cedar grove, and the little ones are comfortably housed in several architecturally-pretty buildings.

Church Home for Children.—Baltimore Avenue and Filbert Street, Angora Station, West Chester Branch Pennsylvania Railroad. This home was organized in 1856, for the maintenance and education of orphan and destitute white children. The present building was opened May 15, 1893, and can accommodate 125 children. Girls are admitted between the ages of four and nine years, and are trained for domestic service. While children of all creeds are received, they are trained in the faith of the Protestant Episcopal church.

Evangelical Home for the Aged.—Northwest corner Old York Road and Hunting Park Avenue, Nicetown. This cozy home is situated in a very healthy and pleasant part of the city, and opposite the beautiful Hunting Park. Both aged men and women are received and treated in a homelike manner.

Foulke and Long Institute for Orphan Girls.—34th Street, below Walnut. This institution is a home and industrial training school for orphan girls. Here are given a four-years' course of instruction, with graduations in June of each year. It does not place out children, but assists graduates in finding employment on leaving.

Foster Home Association.—Poplar and 24th streets. Designed for the care of children over three years old, who from death or desertion have lost their home.

Educational Home.—49th Street and Greenway Avenue. Incorporated November, 1871, to act in connection with the Lincoln Institution, and is now used for the care of destitute white boys, and as a training school for Indian boys. Visitors admitted daily after 12.00 o'clock, except Sundays.

Franklin Reformatory Home for Inebriates.—From 911 to 915 Locust Street. The object of this Home is the thorough and permanent reformation of inebriates. There are combined in this institution church privileges and home comforts.

Friends Home for Children.—4011 Aspen Street. Organized 10th month (October), 1881, to provide shelter and to secure good private homes for orphan, neglected, and destitute children. While this institution is under the control of Members of the Society of Friends (Quakers), it is a non-sectarian institution.

Hayes' Mechanics' Home.—Belmont Avenue, adjoining Christ Church Hospital. This Home was established through the will of George Hayes, as a "Retreat and Home for Aged and Infirm and Deserving American Mechanics."

Home for the Aged.—1809 Vernon Street. A non-sectarian institution incorporated in 1888, as a place where the aged, whether male or female, or couples may find a pleasant home for the remainder of their lives. The Home is supported wholly by voluntary contributions.

Home for Aged Couples.—1723 Francis Street. The object and purpose of this Home is the care and support of old and indigent couples (man and wife) of good moral character. This Home is non-sectarian.

Home for Aged and Infirm Colored Persons.—Southwest corner Belmont and Girard avenues. The object of this Home is the relief of that worthy class of colored persons who have endeavored to maintain themselves, but who, on reaching the age of sixty years or over, become dependent on the charity of others. An admission fee of \$150 is charged. Under control of Members of the Society of Friends (Quakers).

Home for Consumptive Women.—Chestnut Hill. This institution gives free admission and care to consumptive women, whether white or colored, and is under the administration of the Protestant Episcopal church.

Home of Mercy.—411 Spruce Street. For the free reception of male consumptives, and is governed by the same rules as the Women's Home at Chestnut Hill.

Home for Destitute Colored Children.—Berks Street and Old Lancaster Road, Park Station, Schuylkill Valley Division Pennsylvania Railroad. Arch Street cars to George's Hill. The object of this institution is to afford a home for destitute colored children, who, at a suitable age, are indentured to respectable families. Under the management of Members of the Society of Friends (Quakers).

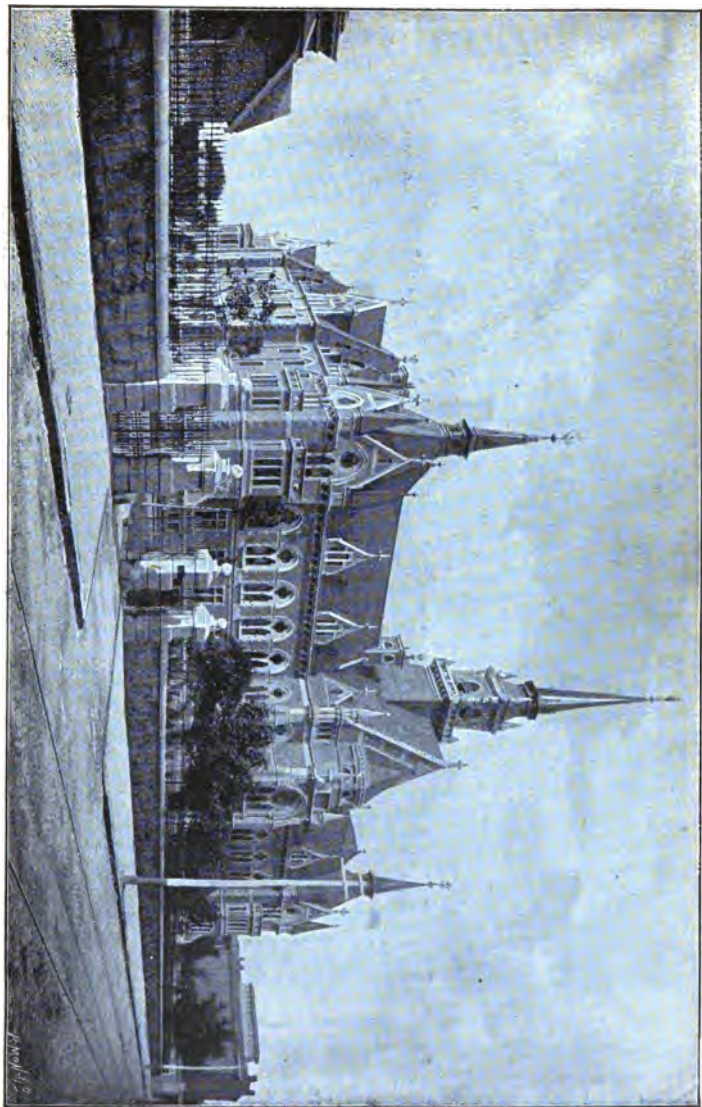
Home for Incurables.—48th Street and Woodland Avenue. To provide a home for sufferers whose diseases are pronounced incurable. A cancer ward is maintained here. Open daily to visitors from 2.00 to 5.00 P. M.

Home for the Homeless.—708 Lombard Street. To provide a temporary refuge for women and children until more suitable arrangements can be made for them.

Home for Infants.—4618 Westminister Avenue. For the purpose of caring for infants too young to be admitted to other institutions. It is non-sectarian.

Mary J. Drexel Home.—2100 South College Avenue, opposite

THE MARY J. DREXEL HOME—Girard Avenue, near Twenty-second Street.



The Zoölogical Garden

(FAIRMOUNT PARK.)

One of the Great Gardens of the World.



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ADMISSION: 25 Cents for Adults; 10 Cents for Children. On Saturday,
10 Cents for Adults; 5 Cents for Children.

SPECIAL RATES TO LARGE EXCURSIONS.

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Girard College. This is, without exception, the handsomest institution of the kind in Philadelphia. Architecturally it is without a superior anywhere, and its interior is fully as beautiful as its exterior. The Home is the charitable act of Mr. John D. Lankenau as a memorial to his wife, Mary J. Drexel; his son, and his daughter. The full title of the institution is The Mary J. Drexel Home and Philadelphia Motherhouse of Deaconesses. It comprises four distinct departments, namely, first :

The Motherhouse, or institute for the maintenance, religious instruction, and education of deaconesses who are members of the Lutheran Church.

Old People's Home, for the reception and support of well recommended, well behaved, perfectly sober and respectable aged couples, and aged single men and women of German birth or descent, of sixty years of age and upward, able to speak the German language and members of the Lutheran Church.

Children's Hospital, open for the admission of children up to the age of thirteen years, irrespective of color, creed, or nationality.

Girls' Boarding School, where pupils, boarders and day scholars. are admitted at the age of ten years, and a thorough education given in German, English, and French languages, and music and drawing. Scholars are charged for tuition.

Kindergarten.—A kindergarten is also organized and in operation.

Home for Aged and Infirm Israelites.—Olney Road, near York Pike, Germantown. For aged and infirm Israelites.

Home of the Merciful Saviour.—4400 Baltimore Avenue, West Philadelphia. For the reception and care of crippled children, and where useful trades are taught. No fees for entrance or board.

Home for Orphans of Odd Fellows.—20th and Ontario streets, Tioga. The purpose of this Home is to support the orphans of Odd Fellows of Pennsylvania. It is composed of representatives of the Grand and Subordinate Lodges and Encampments of the State.

Home for Training Speech of Deaf Children.—Belmont and Monument avenues, West Philadelphia. For the purpose of teaching deaf children articulate speech. The Home is conducted on the college plan.

House of St. Michael and All Angels.—43d and Wallace streets, West Philadelphia. This institution is for the surgical treatment, and the mental, religious, and trade instruction of young colored cripples.

House of Rest for the Aged.—Wayne and Lafayette streets, Germantown. A home for aged women and couples, communicants of the Protestant Episcopal church in the diocese of Pennsylvania.

Indigent Widows and Single Women's Asylum.—3615 Chestnut Street. For aged and infirm Protestant women.

Lincoln Institution.—324 South 11th Street. A training school for Indian girls. Visitors admitted on Tuesdays. Well worth a visit.

Northern Home for Friendless Children.—23d and Brown streets. For the support and tuition of deserted, friendless, and destitute children under twelve years of age, with power to provide them with suitable homes until their majority.

Nugent Home.—Johnson Street, Germantown. This institution was founded under the will of a Mr. Nugent, as a home for aged Baptist ministers and their wives.

Butler Memorial.—Pastorius Street, Germantown. Founded by Mr. Edward Butler, as a memorial to his wife, as a home for aged gentlewomen.

Odd Fellows' Home.—17th and Tioga streets. For the care and support of aged and indigent members of the order of Odd Fellows.

Old Ladies' Home.—Wissanoming, Philadelphia. For the reception of old ladies over sixty-five years of age. Strictly non-sectarian.

Old Man's Home.—39th Street and Powelton Avenue. For respectable men over sixty years of age. Visitors admitted daily, except Sundays.

Orphan Society.—64th Street near Haverford Avenue. For orphan children of married parents. Boys indentured at twelve and girls at fourteen years old.

Industrial Home for Blind Women.—Powelton and Saunders avenues. To teach useful trades to blind women.

Retreat for Blind Mutes and Aged and Infirm Blind Persons.—3518 Lancaster Avenue. For the completion of the system for the permanent welfare of the blind, and a home for aged and infirm blind persons.

Training School for Feeble-Minded Children.—Near Elwyn, Delaware County, Pennsylvania—Pennsylvania Railroad. This institution gives a home to nearly 1,000 feeble-minded children, who are divided into four grades, the asylum, nursery, school, and industrial departments. These are contained in several large and well-appointed buildings. This institution has strong claims on the benevolent.

Working Home for Blind Men.—3518 Lancaster Avenue. Has for its primary object the furnishing employment to industrious blind men who, as a rule, are not admitted into workshops of the seeing. The goods manufactured by the inmates are sold, making the institute partially self-supporting.

Presbyterian Home for Aged Couples and Men.—65th and Vine streets. An asylum of the Presbyterian church in all its branches (including the Dutch Reformed), where aged couples, reduced by misfortune to poverty, need not be separated.

Presbyterian Home for Widows and Single Women.—58th Street and Greenway Avenue. For aged widows and single women of the Presbyterian church in all its branches.

Rosine Home.—3216 Germantown Avenue. The object of this Home is to secure from vice and degradation a class of women who have forfeited their claims to the respect of the virtuous; to teach them to gain an honest living; to elevate their moral nature, and eventually render them useful members of the community.

Institute of Soldiers' and Sailors' Orphans.—23d and Brown streets. This was the first institute of the kind in the United States.

Southern Home for Destitute Children.—Southwest corner Broad and Morris streets. This institution is the first of its kind in Philadelphia. It was organized June 21, 1841, and has for its object to provide a home, etc., for destitute orphan children.

Union Home for Old Ladies.—Lancaster and Girard avenues. A non-sectarian institution for the comfort of old ladies.

Western Home for Poor Children.—41st and Baring streets, West Philadelphia. The managers and trustees of this institution are authorized by its charter to take under their guardianship, poor white children under twelve years of age, who may be intrusted to their care by their fathers, mothers, or guardians, or such as may be committed to their care by the Judges of the Supreme Court of Pennsylvania, the District Court of the city, the Court of Common Pleas, the Court of Quarter Sessions, or by the Mayor of Philadelphia.

Christ Church Hospital.—Belmont Avenue, adjoining Fairmount Park. Founded by Dr. John Kearsley, in 1772, as a home for poor and distressed gentlewomen, members of the Protestant Episcopal church, whether residents of Pennsylvania or not.

House of the Good Shepherd.—35th Street and Fairmount Avenue. To afford a retreat to unfortunate women, without respect

to nation or creed. Conducted by the *religieuse* of Our Lady of Charity of the Good Shepherd. Roman Catholic.

Little Sisters of the Poor. — 18th Street, between Jefferson and Oxford streets. This is a home for the aged poor of both sexes, without regard to creed or nationality. Attended by the Reverend Jesuit Fathers.

Little Sisters of the Poor. — Mill Street, Germantown. Objects the same as the preceding. Attended by the Reverend Lazarist Fathers.

St. John's Male Orphan Asylum. — 49th Street and Westminster Avenue. Under charge of twenty Sisters of St. Joseph.

Catholic Home for Destitute Orphan Girls. — 1720 Race Street. Under the charge of twelve Sisters.

St. Joseph's Female Orphan Asylum. — 700 Spruce Street. Under the charge of ten Sisters of Charity. This asylum has a branch at Mill Street and Duy's Lane (Wister Street), Germantown.

St. Mary Magdalene Orphanage. — 730 Marriott Street. For Italian orphan girls. Under the charge of eight missionary Sisters, Roman Catholic.

St. Vincent's Orphan Asylum. — Tacony. For Catholic German orphans.

St. Ann's Widows' Asylum. — 212 and 214 Franklin Street. Attended by nine Sisters of St. Joseph. Attended by the Reverend Fathers of St. Augustine. Roman Catholic church.

Asylum of St. Magdalen. — Chew Street, Germantown. For unfortunate colored girls. Under charge of sixteen Sisters of Charity.

St. Joseph's House for Industrious Boys. — 727 and 732 Pine Street. The object of the institution is to provide a shelter for homeless and destitute boys, to insure their Christian training, and procure for them suitable employment. Roman Catholic.

St. Mary's Home. — Broad Street and Columbia Avenue. Object to secure employment for worthy girls. Roman Catholic.

Lutheran Orphans' Home. — Mount Airy, Germantown. For orphan boys and girls whose parents were members of the Evangelical Lutheran church.

Lutheran Home for the Aged and Infirm. — Mount Airy, Germantown. For aged and infirm members of the Evangelical Lutheran church.

Hospitals and Dispensaries.

Children's Homœopathic.—926 and 928 North Broad Street. Open for non-contagious sick and accidental cases between the ages of two and fourteen years.

Homœopathic Dispensary.—1317 Ridge Avenue. Services wholly gratuitous.

Southeastern Dispensary and Hospital.—736 South 10th Street. For women and children. Has also an out-patient confinement service for poor women, and a free hospital for surgical diseases of women.

Friends' Asylum for the Insane.—Near Frankford. This institution was established by the Religious Society of Friends in the year 1817, and is open to all persons affected with mental diseases. The asylum is located on a tract of eighty acres, about half of which is attractively laid out in lawns and woodlands for the use of the patients. There is one large building, consisting of a center building and two wings; another, containing a gymnasium, art rooms, and workshops for the patients, and a third structure for women. The income is largely derived from fees for patients.

German Hospital.—Corinthian and Girard avenues, opposite main entrance to Girard College. This is a handsome structure for the reception and care of patients, irrespective of color, creed, or nationality. It depends for maintenance on public charity. The Mary J. Drexel Home is located on the same grounds.

German Hospital Dispensary, under control of resident physician of hospital.

Gynecian Hospital.—247 North 18th Street. This institution is for the medical and surgical treatment of women. No medical salaries are allowed and no salaries are paid to officials. Its income is wholly from private bounty.

Hahnemann Hospital.—15th Street, above Race. For the sick and suffering; also a training school for nurses.

St. Timothy's Hospital.—Ridge Avenue, Roxborough. Supported by voluntary contributions. Treatment free.

St. Clements Hospital.—Cherry Street, above 20th. Under charge of St. Clements Protestant Episcopal Church, for the reception and treatment of epileptics. This is the first institution of the kind in America.

Howard Hospital.—Broad and Catharine streets. For the medical and surgical treatment of the sick and infirm deserving poor. Incurable patients received.

Jewish Hospital.—Olney Road, near York Pike, Germantown. Free hospital for sick and injured of all creeds and nationalities.

Kensington Hospital for Women.—136 Diamond Street. For the free medical and surgical treatment of the diseases peculiar to women.

Maternity Hospital.—734 South 10th Street. For the care, nurture, and maintenance of destitute women, married or single, during childbirth.

Methodist Hospital.—Broad and Wolf streets. Founded in 1885, by bequest of Dr. Scott Stewart, to provide medical and surgical aid and nursing for the sick and wounded, either in the wards of the hospital or at their homes, without distinction of race, color, or creed.

Pennsylvania Hospital.—Between Spruce and Pine and Eighth and Ninth streets. This is one of the oldest institutions of the kind in the country. It was established in 1751 and consists of two departments, one of which is for the insane. It receives no assistance from the city, county, or State, but is entirely dependent on private contributions. All its income is devoted to the care of its patients, and as many free patients as its income will gratify. All persons seriously injured by accident in any part of Pennsylvania and brought directly to the hospital, are received at once and treated without charge.

Pennsylvania Hospital for the Insane.—Between Market and Haverford streets and 42d and 49th streets, West Philadelphia. Entrance to department for men, 49th and Market streets; for women, 44th and Market streets. This branch of the Pennsylvania Hospital was established in its present location in 1841, and many of the patients are treated gratuitously.

Presbyterian Hospital.—39th and Filbert streets. Although founded by the Presbyterian church, the sick and injured of all denominations are received.

Polyclinic.—Lombard Street, west of 18th. This is a charitable institution as far as its funds will permit. It was founded to meet the requirements of combining, in one institution, use of the peculiar advantages to be derived from those hospitals which are devoted to the treatment of a single class of diseases, and is arranged to facilitate the carrying out the essential character of practical teaching, in which pupils, who are practitioners of medicine, may be brought in classes.

Protestant Episcopal Hospital.—Front Street and Lehigh Avenue.

Besides the usual purposes of a hospital, an object of this institution is to provide the instructions and consolations of religion according to the principles of the Protestant Episcopal church, for those under its care.

Samaritan Hospital.—3502 North Broad Street. No contagious or chronic diseases received, all other patients treated without charge. Free dispensary attached.

Germantown Hospital.—Penn Street, Germantown. Entirely free.

St. Christopher's.—Northwest corner Lawrence and Huntingdon streets. This hospital is exclusively for the treatment of sick and injured children.

University Hospital.—34th and Spruce streets. Opened in 1874 for the sick and maimed. It is one of the adjuncts of the University of Pennsylvania.

Women's Homœopathic.—20th Street and Susquehanna Avenue. This institution is divided into three departments, medical, surgical, and maternity, and receive both pay and non-paying patients.

West Philadelphia Hospital for Women.—4035 Parrish Street. For the care of women and children.

Medical Aid Society.—111 South 16th Street. The object of this society is the establishment of a dispensary where working women can receive medical advice after working hours. A moderate fee is charged.

Northern Dispensary.—608 Fairmount Avenue. Founded in 1816. Open daily, from 8.00 A. M. to 6.00 P. M. Advice, surgical aid, and medicine free.

Philadelphia Dispensary.—127 South Fifth Street. Open daily, from 9.00 A. M. to 6.00 P. M. Patients unable to visit the institution, by sending to the Dispensary, may obtain orders on physicians who will attend them at their homes without charge.

Veterinary Hospital.—36th and Pine streets. For sick and injured animals. An adjunct of the University of Pennsylvania

Wills Eye Hospital.—Race Street, above 18th; opposite Logan Square. Founded under the will of James Wills, for the treatment of diseases of the eye. This is the most extensive eye hospital in the State.

Jefferson Medical College Hospital.—1020 Sansom Street.

Keeley Institute.—812 North Broad Street. For the cure of inebriates.

Eye and Ear Dispensary.—4438 Main Street, Manayunk.

Medico-Chirurgical Hospital. — 1725 Cherry Street. A large and important hospital in which general patients are received.

Pennsylvania Eye, Ear, and Throat Infirmary. — 13th and Chestnut streets. Open from 11.00 A. M. to 2.00 P. M.

Orthopedic Hospital. — North 17th Street, corner Summer. For nervous diseases.

Rush Hospital. — 2131 Pine Street. For consumptives and allied diseases.

Ryerss Infirmary. — 1627 Chestnut Street. For the care and treatment of dumb animals.

Woman's Hospital. — North College Avenue, corner North 22d street. Adjunct to Woman's Medical College.

St. Joseph's Hospital. — Girard Avenue, between 16th and 17th streets. Under the charge of nineteen Sisters of Charity, attended by the Reverend Jesuit Fathers.

St. Mary's Hospital. — Frankford Road and Palmer Street. Under the charge of twenty Sisters. Attended by the Redemptionist Fathers.

St. Agnes Hospital. — Broad and Mifflin streets. Under the charge of thirty-eight Sisters. Attended by the Reverend Clergy of St. Thomas Aquinas, Roman Catholic church.

St. Vincent's Home and Maternity Hospital. — 70th Street and Woodland Avenue. For the care of infants and the treatment of women in confinement. Under the charge of thirteen Sisters.

IX.

EDUCATIONAL INSTITUTIONS.

There are in Philadelphia probably more educational establishments than there are churches, charitable and benevolent institutions combined.

Public Schools.—Philadelphia maintains 417 day and 64 night schools, and the total number of children taught in them is more than 150,000, employing 3,095 teachers.

Private and Parochial Schools.—The private and parochial schools of the city for general education number nearly, if not quite, as many as the public schools, while the institutions for special branches are exceptionally large.

Academy of Natural Sciences.—19th and Race streets. For instruction in natural sciences—free. See MUSEUMS.

Divinity School of the Protestant Episcopal Church.—South 50th Street, corner Woodland Avenue.

Drexel Institute.—Chestnut Street, corner 32d. Inspired by a desire to extend a helping hand to deserving youth, the late Anthony J. Drexel, one of the most famous of America's bankers, decided to found an institution in which the young of both sexes could acquire those elemental studies and arts which would be of greatest use to them in learning trades, or in the ordinary course of life. In this he was encouraged and assisted by the advice of his life-long friend, George W. Childs, the great philanthropist. The structure was completed and formerly opened December 17, 1891, and the ceremonies were attended and conducted by many distinguished men and women from all over the country. The building is a wonder of architectural beauty. It is constructed of light buff brick, with terra cotta ornamentations, and measures, on the ground floor, 200 by 200 feet. A richly-ornamented portal on Chest-

nut Street leads into a spacious and magnificent entrance hall, the ceiling of which is supported by pillars of red Georgian marble. Beyond this is the grand central court or quadrangle, 65 feet square and the entire height of the building, the ceiling being a skylight of stained glass. At the farther end of the court are stairways leading to the upper floors and basement. Broad galleries surround the central court, giving access to the various class rooms, etc., and affording a view to the floor below and of the whole interior. At the rear of the central court, and having an entrance of its own on 32d Street, is the auditorium, with a seating capacity of 1,500 persons. On the stage is set an organ, said to be one of the finest in America. Students are admitted who can pass an examination in elementary English subjects. Moderate fees only are charged. In addition to building this magnificent institution, Mr. Drexel also endowed it with such a princely sum, that the income thereof renders it one of the wealthiest places of the kind in Philadelphia. The Drexel Institute may be reached by the Chestnut and Walnut street lines of surface cars, and visitors are admitted daily, except Sunday, from 9.00 A. M. to 6.00 P. M., and in winter months, from 7.00 to 10.00 P. M., to the grand central court, the library, and the museum. The last mentioned is particularly worthy a visit, as here, among other valuable things, is the George W. Childs collection of manuscript books of famous authors, including works of Dickens and Thackeray. The library, which contains a large and valuable collection of books, is open to the general public under certain reasonable restrictions.

Charter School, William Penn.—12th and Clover streets. This school, although being under the control of the Orthodox Friends Meeting, is a famous institution all over the United States. It was chartered by William Penn in 1701, and for more than a century the school-house was on Fourth Street, below Chestnut. Its present quarters on 12th Street are handsome and commodious.

Girard College.—On Girard Avenue, from Ridge Avenue to West College Avenue. This noble institution was founded by the will of Stephen Girard, a wealthy and eccentric Philadelphia merchant. He was a native of France, born May 21, 1750, near Bordeaux. His death occurred in Philadelphia December 26, 1831. He began life as a cabin boy, and became in time the master and part owner of a small vessel, through which he acquired money enough to establish himself in business in Philadelphia in 1769. By the close of the Rev-



GIRARD COLLEGE, MAIN BUILDING—Twenty-second Street and Girard Avenue.

olution Girard was a wealthy man, and at his death was one of the richest men in the country. In 1812, when the United States Government needed money, he loaned it \$5,000,000. By his will he left \$500,000 to Philadelphia for the improvement of the streets and buildings; \$300,000 to the State for the improvement of canals; and the rest of his property for the support and education "of poor white male orphans, between the ages of six and ten years, when admitted to the institution, giving the preference first, to those born within the bounds of the city of Philadelphia; secondly, to those born in Pennsylvania; thirdly, to those born in New York; and lastly, to those born in New Orleans." By a further clause in the will the city was made trustee of the estate, and a provision inserted that the boys of the institution should be bound apprentices to the municipal corporation and bound out from the college between the ages of fourteen and eighteen. The corner-stone of Girard College was laid July 4, 1833, and the building opened January 1, 1848. Since then the growth of the institution has been so great that numerous other buildings have since been erected by the trustees, until now the place resembles a small suburban town of handsome buildings and residences. The original college edifice is an imposing structure of a rich Corinthian style of architecture. It is 111 feet wide and 169 feet long, and surrounded by a range of fluted columns. The total height of the building is 97 feet, and is arched throughout with brick and stone, and roofed with marble tiles. The weight of the roof alone is estimated at nearly 1,000 tons. In the south vestibule is a large sarcophagus in which repose the ashes of Stephen Girard, and above it is a statue of the founder, by Gevelot, said to have been a wonderful likeness, both in expression and pose. Visitors are admitted daily except Sunday by ticket, which may be procured at the office of the Girard Trust on 12th Street above Chestnut. The college may be reached by the People's Line by transfer on Girard Avenue, by the 17th and 19th Street Passenger Railway cars, or by the Ridge Avenue Line.

Germantown Academy.—School Lane, west of Main Street, Germantown. This, like the Penn Charter School, is a famous institution, and has some historical interest. It was founded by inhabitants of old Germantown by a resolution dated December 6, 1759 'for the use of an English and High Dutch or German School.' The building was opened for use September, 1761. During the Revolution the school was discontinued, but was revived at the close of hostilities

under the title of "Public School of Germantown." It is a quaint old structure, surmounted by a belfry in which hangs an old bell with an inscription thereon, which shows it to have been the property of George III.

Haverford College.—Haverford Station, Pennsylvania Railroad. This college was founded in 1833 by the Society of Friends, and the grounds surrounding it embrace nearly 200 acres, of which sixty forms a well-kept lawn covered with handsome shrubbery. The course of study is academic and practical.

Institute for Colored Youth.—Bainbridge Street, near Ninth. This is an important institution for the practical educational welfare of colored people, of which Philadelphia has a large number. Here pupils receive manual training, and are taught cooking and useful trades, and are prepared to be teachers for institutions elsewhere. The school is free to visitors and is worth a call.

La Salle College.—Roman Catholic. Northeast corner Juniper and Filbert streets. Devoted to primary and classical education.

Roman Catholic High School.—Broad and Vine streets. This institution occupies an imposing and architecturally magnificent structure, and the students therein, promoted from the parochial schools of the Roman Catholic church, are thoroughly instructed in the higher branches of classical learning.

St. Joseph's College.—Roman Catholic. Seventeenth and Stiles streets. This institution was founded in 1852, for the purpose of affording an academic education to worthy young men.

Seminary of St. Vincent de Paul.—Roman Catholic. Chew Street, Germantown. For the education of priests. The building, a handsome structure of dark graystone and granite, is surrounded by spacious and well-shaded grounds. Of this place a pretty story is told, which came to the knowledge of the writer while a newspaper reporter. A few years ago a fire broke out in one of the smaller structures on the grounds, in which an old man lost his life. The writer of this was assigned to write up the occurrence. While thus engaged about the ruins he noticed a large number of birds gathered near the windows of the burned structure, that were twittering and behaving in an unusual manner. On drawing the attention of the attending priest, detailed to furnish information, he grew sad, and said, "The poor man who lost his life in this fire loved the birds and fed them regularly from this window. They have now gathered

for their meal, and apparently can not understand why their old friend does not attend to their wants."

Spring Garden Institute.—Broad and Spring Garden streets. This is one of the best institutions of its kind in Philadelphia. It is a semi-free school, which maintains a library and free reading room, gives courses of free lectures, and holds night schools in drawing and mechanical handiwork at a nominal fee, and day schools. To give additional efficiency in mechanical trades, the students are required to labor daily, at their various trade studies, the same number of hours as regular journeymen mechanics when in actual employment.

Swathmore.—Swathmore, Westchester Branch, Pennsylvania Railroad. Principal educational college in the country of the Hick-site branch of the Society of Friends. The buildings are massive stone structures, which present an imposing appearance from the railroad, near which they are. Besides the principal college buildings there is a science hall, an astronomical observatory, and structures for the professors, among which is the old West house, where dwelt Benjamin West, the famous American painter. The institution is for the education of both sexes.

Temple College.—North Broad and Berk streets, under the charge of the Temple Baptist Church.

Lutheran Seminary.—Main Street, opposite Allen's Lane, Germantown. For the education of young men in the ministry of the Evangelical Lutheran church. The main building was for many years the property of James Gowen, the father of the late Franklin B. Gowen, formerly president of the Philadelphia & Reading Railroad. The place has great historic interest. It was, before the Revolution, the country seat of Chief Justice Allen, and here the first shot of the Battle of Germantown was fired, and on his piazza the first man (an English sentry) killed.

Theological Seminary, Reformed Episcopal Church.—43d and Chestnut streets. For the education of ministers of the Reformed Episcopal Church.

University of Pennsylvania.—From Pine Street to Woodland Avenue and from 34th to 37th streets, West Philadelphia. The buildings, grounds, and surroundings of the University of Pennsylvania are among the largest, finest, and most convenient in the country. The buildings are all superb specimens of architecture and occupy commanding positions. The building for the College Hall is on

Locust Street, between 33d and 34th streets, and is four stories high. The architecture is what is known as collegiate Gothic, and it is constructed of green serpentine, ornamented with graystone. It was begun in 1871 and finished in the latter part of 1892, at a cost of \$235,910. Within the edifice are the departments of art and science, the chapel and assembly rooms, laboratories, class rooms, etc.

Library Building.—To the east of College Hall is Library Hall, built of redstone and brick. In this structure is contained the library of over 100,000 volumes, besides the archæological department's magnificent museum.

Medical Department.—The Medical Department is to the west of College Hall, and it is this department for which the University has its greatest fame.

University Hospital.—Near by, on Spruce Street, is the magnificent structure of the University Hospital, of which mention has already been made.

Dental Laboratory.—Just back of the Medical Hall is the Dental Laboratory, fronting on Spruce Street at the corner of 36th.

Veterinary College.—At the corner of Pine Street and Guardian Avenue is the Veterinary College for the training of veterinary surgeons. To this is attached the Veterinary Hospital.

School of Biology.—The School of Biology, a square brick structure, is near at hand.

History of the University.—The University began as an academy and charitable school, advocated by Benjamin Franklin in 1749. It was first located on the west side of Fourth Street, below Arch, in 1750. It was chartered in 1755 as "The College, Academy, and Charitable School of Philadelphia." The first provost was the Rev. William Smith, D. D. The charter was annulled in 1799, through the trustees and teachers being strongly suspected of tory sentiments, and the franchise was conferred on a new institution called "The University of Pennsylvania." Subsequently the forfeiture of the charter was declared illegal, and the result was rival institutions. In 1791 the two were united. The Medical School was established in 1764 by Dr. William Shippen. In 1798 the University was removed to Ninth Street below Market, in a house built for the President of the United States. The President's House, as it was called, was torn down, in 1829, and larger structures erected, which were occupied until 1874, when the property was purchased by the Federal Government for the site of a post office.

Jefferson College.—Tenth and Sansom streets. Jefferson College was founded in 1826, and is a widely-known medical institution. The college is a handsome brick structure, and at its rear is the hospital, a large edifice, accommodating over 125 patients. The college contains a splendid anatomical museum, including the splendid collection of the late Dr. S. D. Gross.

College of Physicians.—Thirteenth and Locust streets. A medical association incorporated 1789; it supports a lectureship and publishes transactions of its meetings. Possesses a large and valuable medical library, with one exception the finest in the country, and an important museum of anatomy and pathology.

Hahnemann College.—22 North Broad Street to 15th Street. This is the oldest homœopathic college in the country, and was organized in 1848. The college proper is a stately Gothic building having a central tower terminating in a pyramidal spire. The hospital building, a training school for nurses, and a number of other edifices occupy the grounds also.

Pennsylvania College of Dental Surgery.—Eleventh and Clinton streets. This college was chartered in 1865.

College of Pharmacy.—Tenth Street, above Arch. Organized in 1821. It is the oldest institution of the kind in the country. It has a fine college museum, which contains the best collection of medicinal plants in America.

Women's Medical College.—College Avenue and 21st Street. This is the first medical school for women ever established in the world. It occupies handsome quarters, and, with its hospital which stands close by, has done splendid work. Many of the most successful women physicians in the United States are graduates from this institution.

Pennsylvania Institution for the Deaf and Dumb.—Mount Airy, Twenty-second Ward, Chestnut Hill Branch, Pennsylvania Railroad to Allen's Lane; Chestnut Hill Branch, Philadelphia & Reading Railroad to Mount Airy Station; or Chestnut Hill cars, People's Traction Company. This is in no wise a charitable institution, but is purely an educational institution and training-school for the deaf and dumb. It occupies an extended tract of land at the foot of Chestnut Hill, with beautiful surrounding scenery. A number of buildings are erected on the grounds, the architecture of which is unsurpassed in the State, which are devoted to the housing and the training of the pupils. This institution is the third of the kind in America, and was founded in 1821 with seven pupils.

Pennsylvania Institution for the Instruction of the Blind.— Twentieth and Race streets. Like the Institution for the Deaf and Dumb, the Pennsylvania Institution for the Instruction of the Blind can not be classed as a charitable institution. Its work is purely educational. It occupies spacious grounds and buildings. The students are instructed in the plain branches of an English education and in music, and in several other important branches. But what seems more wonderful than all is, that the pupils are thoroughly instructed in the manual of arms and minute military drill.

X.

CLUBS AND SOCIETIES.

While Philadelphians have given close attention to charitable and benevolent work, and established a marvelous number of institutions for the relief of the poor, the sick, and the unfortunate, they have yet found ample time to devote to social relations and to the formation of clubs and societies to strengthen the fraternal ties between the people. The number of such establishments almost surpasses belief. Of the secret organizations alone there are close upon two thousand, and of these some of the orders to which they belong had their first being in this city. Among the prominent secret societies which were founded in Philadelphia is the Junior Order of American Mechanics, the original council of which, Washington No. 1, is not only still in existence, but is one of the wealthiest in the order. Most of the secret orders have large central quarters in Philadelphia, and two of them have temples of such magnificence as to be famous all over the country. The oldest of these is

The Masonic Temple.—At Broad and Filbert streets. It is the finest Masonic structure in the world, and is one of the greatest architectural ornaments to the city. It is of a pure Norman style of architecture, rising 95 feet from the pavement, with two grand towers on the Broad Street front, one of which is 250 feet high. The temple is built of granite, and the front is exceedingly elaborate, having a Norman porch with three pairs of receding pillars, arches, moldings, and other decorations. But handsome as the exterior is, it pales before the richness of the interior. A grand staircase, furnished in Corinthian style, is in front, and another, leading from the Juniper Street entrance, is in the Doric style. The temple contains numerous rooms for various purposes and for the subordinate lodges, all of which are fitted up in the most sumptuous manner. Visitors are

admitted on clear Thursdays, on an introductory card from a member of the order. The temple was dedicated September 26, 1873.

Odd Fellows' Temple.—Broad and Cherry streets. The Odd Fellows now have a temple in this city which, for architectural beauty and richness of appointments, compares favorably with the Masonic Temple, and it is doubtful whether the Independent Order of Odd Fellows have anywhere else a structure which will compare with it. It was dedicated May, 1895, with imposing ceremonies. It is a ten-story, fireproof building, and cost \$1,000,000. The architecture is Italian renaissance, a style much affected for fine buildings in Philadelphia of late years. The light brick and terra cotta, of which the front of the structure is composed, forms a marked contrast to the many other fine buildings in the immediate vicinity. More than one hundred rooms are contained in the temple, occupied as the headquarters of the order in Pennsylvania, and by several lodges and encampments. Besides, there is a large auditorium and numerous business offices. The temple is not yet open to the public, but it is understood arrangements will soon be made to permit visitors to view it.

Social Clubs.—Many splendid social clubs have existence in Philadelphia, some of which have a national fame not only because of the features of the organizations themselves, but for the elegance of the buildings they occupy. One of the oldest and best known of these institutions is

The Philadelphia Club.—At the northwest corner of 13th and Walnut streets. This club occupies an unpretentious brick building without any ornamentation, and is probably one of the most exclusive organizations in the country, in which many men have sought membership in vain. Membership in the Philadelphia Club is a passport to the most exclusive social circles in the city. The interior of the club room is splendidly though not ostentatiously furnished, but to these rooms no Philadelphian not a member can be admitted under any circumstance, and a dweller of another city only upon a regular introduction by a member.

Union League.—Next to the Philadelphia Club, the social organization in the city having the widest fame is probably the Union League, which owns a fine building at the southwest corner of Broad and Locust streets. The peculiar style of the architecture of this brick and brownstone structure makes it one of the most striking buildings on South Broad Street. It is a semi-political organization,



THE MASONIC TEMPLE—N. E. Corner Broad and Filbert Streets.

and, since the beginning of its existence in 1862, its members have entertained most of the Presidents and many notable and distinguished men. The many rooms are handsomely frescoed and furnished, and numerous rare and costly paintings adorn the walls, and fine samples of statuary are grouped here and there. Any stranger may obtain entrance to the Union League House on presenting an introduction from a member.

Penn Club.—This club occupies an unpretentious building at Eighth and Locust streets, and was founded for the purpose of properly receiving and entertaining men or women who have become distinguished in arts, science, letters, or politics, or in any trade or profession whatsoever.

Reform Club.—1520 Chestnut Street. In 1872 a number of gentlemen, for the most part members of the Municipal Reform Association, organized the Reform Club, and the residence on Chestnut Street, formerly known as the Florence Mansion, was purchased for a club house. The club has a large membership, and during the summer months give delightful garden concerts. Ladies are admitted to the dining room, parlors, and garden when under the escort of members.

Acorn Club.—About 1890 a number of ladies established the Acorn Club, an organization exclusively for their sex. It occupies a charming mansion at 1504 Walnut Street, which is fitted up in elegant style, with dining rooms, parlors, reception rooms, and library.

Columbia Club.—The Columbia Club is an uptown social organization, and it is the proud possessor of one of the handsomest club buildings in the city. Indeed, one only, the Mercantile, excels it for beauty. It occupies the northwest corner of Broad and Oxford streets, and is built of light buff brick with brownstone base and trimmings.

Manufacturers' Club.—The Manufacturers' Club, although not an old organization, has made itself widely known; all its members belong directly to some manufacturing industry. The club occupies a striking five-story building on Walnut Street beyond Broad.

New Century Club.—124 South 12th Street. This is a club composed of women. It was founded in 1876 for the two-fold purpose of social enjoyment and the public good. Its club house on South 12th Street is an attractive building with a front of Pompeian brick and terra cotta. Its interior shows everywhere the taste and good judgment of feminine hands and minds. The Children's Country

Week, the Working Women's Guild, the Cooking Schools, the Working Women's Legal Protection, and Police Matrons' Committee are some of the good results of the New Century Club. In the club house is a handsome Assembly Hall, which has become a favorite place for amateur theatricals and private balls.

Rittenhouse Club.—1811 Walnut Street. The Rittenhouse Club may be considered, in a fashion, an offspring of the Philadelphia Club, which it resembles in almost every particular. Its building is a handsome and substantial structure, and its interior appointments are in keeping with its elegant surroundings.

Pen and Pencil Club.—Walnut Street, below 11th. This is a social club, the active members of which are all directly connected with the staff of some newspaper or periodical. It is only a few years old, yet it is well known in many cities. Its "Nights in Bohemia" are social functions to which invitations are eagerly sought. • The club rooms are handsomely furnished and in good taste.

Mercantile Club.—Broad and Master streets. The members of the Mercantile Club claim to have the handsomest club house in the United States, and it is said that the aggregate wealth of its members is greater than any two other organizations in the city. Besides the ordinary rooms devoted to club purposes, and which are furnished in the most sumptuous manner, there is located in the building the most gorgeous and richly appointed theater in the city. Another apartment, called the Turkish room, has already become famous from its lavish decorations and furnishing.

Dining Clubs.

State in Schuylkill.—This is the oldest social organization in this country. It was organized in 1732 as a fishing club, and was only suspended during the Revolution. The membership is limited to twenty-five, with a certain number of candidates called "apprentices." At the regular meetings of the club the work is done by the members, even to the cooking and the serving of the food. There are a number of imitators of the ancient State in Schuylkill, but none equal the original.

Clover Club.—The Clover Club, invitations to which are at once a delight and a terror to the recipient, is one of the most famous dining clubs in the world. Its members are for the most part men of wit and genius, and no guest, however eminent, is spared the shafts of satire or humor which may come into the minds of the

hosts. The banquets of this club are usually held at the Bellevue Hotel.

Five O'Clock Club.—The Five O'Clock Club is framed on much the same lines as the Clover Club, and embraces among its members many men of Philadelphia prominent in literature and politics.

Art Clubs and Associations.

Academy of Fine Arts.—Broad and Cherry streets. The Association of the Academy of Fine Arts owns a handsome building a short distance north of City Hall, on the west side of Broad Street. It is of the Venetian style of architecture, being constructed of mingled brick and stone, and is a prominent feature among the many striking examples of architecture in its vicinity. Over the Broad Street entrance is a mutilated statue of the goddess Ceres, which was dug up at Megara, in Greece, and presented to the academy many years ago. The building is absolutely fireproof, and within, on the walls, hang priceless gems of art in oils and water colors, and grouped about the rooms are rare examples of statuary. Among the rich treasures of art contained in this place is the Phillips collection of over 40,000 etchings and engravings. The Academy of Fine Arts sustains a system of schools for the purpose of training those who intend to become professional artists. The academy was established in 1805.

Art Club.—The Art Club occupies a beautiful building at 220 South Broad Street, constructed of Pompeian brick, ornamented with carved Indiana limestone. Its beauty and striking appearance can not fail to attract the visitor at once; it contains a fine picture gallery, and a smaller one for the exhibition of minor works of art. There are, besides, reception and other rooms, handsomely furnished, for the convenience and pleasure of the members.

Sketch Club.—524 Walnut Street; founded in 1861. The Sketch Club has a gallery of excellent paintings, etc.

Fairmount Park Art Association, office 708 Walnut Street. This is purely a philanthropic association. It has a membership of over 1,500, and the object is the embellishment of Fairmount Park with bronze and other statuary. Some of the most notable examples of the work of this society are the "Lioness bringing food to her young," near Lemon Hill; "Joan of Arc," near Girard Avenue; "The Wounded Lioness," near the Zoölogical Garden, and the sandstone group of "Tam O'Shanter."

School of Design for Women.—Broad and Master streets. For the instruction of women in drawing, sculpture, and painting. The Association, which supports the school, was organized in 1847. It is well worth a visit.

Sporting Clubs.

Cricket.—Philadelphia is the home of Cricket. The great English game first gained a firm foothold in this country in this city, and its clubs speedily became the strongest in the land. Even the teams from Canada, where cricket is a national game, have no chance against the elevens in Philadelphia, and so one-sided in favor of the latter are the matches between them that they have long ceased to excite much interest among the people. Philadelphia cricketers are the only ones who have been able to make any stand against the great English and Australian teams and meet them on an equal footing. Indeed, several of the most famous teams, notably Lord Hawke's, have met overwhelming defeat at the hands of the plucky Philadelphia amateur elevens. These clubs are all socially influential and very exclusive in membership.

Manheim Germantown Cricket Club.—Of the various cricket organizations in Philadelphia, the most famous is the present Germantown Cricket Club, formed by the union of the Young America and the Germantown clubs. The combined organization purchased a large tract of ground near Queen Lane Station, on the Chestnut Hill Branch of the Pennsylvania Railroad, and named it Manheim. Here the members erected a number of club houses of the Colonial style of architecture, laid out a great cricket field, tennis courts, and grounds for other sports, and established a country club superior in some respects to the famous country club at Newport, R. I. Certain portions of the grounds are heavily shaded with rare old trees, and the whole place is handsome to the last degree. Among the great cricketers, members of this club, are the famous Newhall Brothers and E. Walter Clark.

Philadelphia Cricket Club.—Wissahickon Heights, Chestnut Hill. This club owns handsome grounds and a pretty colonial club house. Here the matches with the Canadians are usually played. George Patterson, the famous all-round cricketer, and William Brockie, the phenomenal batsman, are members of this club.

Merion Cricket Club.—Ardmore. The Merion Cricket Club grounds and club houses resemble closely those of the Germantown, although there are not as many handsome trees. The cricket field is

one of the finest in the country, and compares favorably with the best in England. Next to the Germantown Club, the Merions probably possess the greatest cricketing strength.

Belmont.—Forty-ninth Street Station, Pennsylvania Railroad. The grounds of the Belmont Club are unfortunately the smallest of all the large cricket clubs in or about Philadelphia, but they are beautifully kept. It was on these grounds that a picked eleven, from the various local teams, had the honor of administering to Lord Hawke's team, in 1893, the most overwhelming defeat any foreign cricket eleven ever received outside its own country.

Country and Driving Clubs.

Philadelphia Country Club.—Near Bala, Pennsylvania Railroad. This club was formed particularly for the purpose of stimulating an interest in cross-country riding, steeple-chasing, polo, coaching, golf, and other sports.

Belmont Driving Club.—Track near Narbeth Station, Pennsylvania Railroad.

Philadelphia Driving Park.—Track at Point Breeze.

Philadelphia Turf Club.—This, as well as the two preceding organizations, was formed to advance the cause of light-harness racing and the breeding of blooded trotting stock.

Baseball Clubs.

Amateur Clubs.—As in all other large cities, Philadelphia possesses a large number of strong amateur baseball clubs, many of which have grounds of their own. The strongest and best known of these is undoubtedly the University Nine, attached to the University Athletic Association.

Philadelphia Baseball Club.—North Broad Street, between Huntingdon Street and Lehigh Avenue. This is a professional club belonging to the National League. The grounds may be reached by the Philadelphia & Reading to Huntingdon Station; the Pennsylvania Railroad to Germantown Junction; the Broad Street omnibuses; the 13th Street Passenger Railway Company, and other street railway lines.

General Athletic and Sparring Clubs.

General Objects.—There are several notable clubs formed for the purpose of encouraging all branches of amateur sport. Prominent among these are the *Philadelphia Fencing and Sparring Club*;

Athletic Club, Schuylkill Navy; Caledonian Club; First Regiment Athletic Association; Third Regiment Athletic Association; State Fencibles Athletic Association, and the Athletic Association of the University of Pennsylvania.

Athletic Club, Schuylkill Navy.—Of the above, the most important is the Schuylkill Navy Athletic Club. This organization a few years ago, with characteristic pluck and a few dollars only, erected a magnificent club house at 1626 and 1628 Arch Street, of graystone richly ornamented. It is probably one of the handsomest buildings of the kind in the world, and it is certainly the most perfect in detail of any athletic club in the country. The basement is given over to a bowling alley, turkish baths, a swimming pool, bicycle room, and the electric light plant; the first floor to parlors, reading rooms, etc.; and the third floor to a gymnasium, in which there is the only cinder running track in the country.

Boat Clubs.

Schuylkill Navy.—There are twelve boat clubs on the Schuylkill River, within the precincts of Fairmount Park, and these are combined into the Schuylkill Navy, one of the most complete organizations in the United States. Each club owns its own club house, built from plans previously approved by the Fairmount Park Commissioners, and located on the east side of the river between the Green Street entrance of the park and Lemon Hill. The names of these clubs are the "Iona," "Malta," "College," "Vesper," "West Philadelphia," "Crescent," "Undine," "University," "Philadelphia," "Bachelors," "Quaker City," and "Pennsylvania." The aggregate value of the club houses is placed at \$200,000, and the paraphernalia at \$50,000.

Miscellaneous Sports.

Bicycle Clubs.—There are more than two score bicycle clubs in the city. Among the most prominent are the Century Wheelmen, South End, Quaker City, Pennsylvania Bicycle Club, Turner Cyclers, and the Wissahickon Wheelmen.

Philadelphia Gun Club.—The grounds of this organization are at Eddington. Besides this large organization there are nearly two dozen others located in different parts of the city.

National Swimming Association.—The summer home of this institution is at Lafayette, on the Upper Schuylkill.

Fish Protective Association of Eastern Pennsylvania.—1020

Arch Street. In the rooms of this organization also are located the headquarters of the State Fish Commission.

Military Organizations.

National Guards of Pennsylvania.—There are eight military organizations of the National Guards of Pennsylvania. The headquarters of the division commander and staff and the first brigade commander and staff are in room 184, City Hall. The regiments and armories are named as follows:

Battery A.—Armory, North 41st St. and Mantua Ave.

First City Troop.—Philadelphia City Cavalry armory, 21st St. near Market. This is considered the "swell" military organization in the State. Its members belong almost without exception to the most exclusive social circles in the city. The organization long antedates the Revolution.

Gray Invincibles.—This is a regiment composed exclusively of colored men. They wear showy uniforms, and their drilling is so superb that they never fail to receive tumultuous applause whenever they appear on parade.

State Fencibles.—Armory, North Broad St., below Race. The State Fencibles Battalion is a widely-known military organization, and is esteemed to be the best drilled of any other in the State.

First Regiment.—Armory, corner Broad and Callowhill Sts.

Second Regiment.—Armory, Race St. below Sixth.

First Battalion Naval State Militia.—This is generally known as the naval reserve, and, although only a few years old, has already received high praise from the Federal authorities for the excellence of their drill.

Third Regiment.—Armory, South Broad St. near Wharton.

XI.

THE SUBURBS AND SHORT TRIPS BY RAIL.

The Surrounding Country. — The topography of the country surrounding the heart of Philadelphia offers peculiar advantages for suburban settlement. It is all distinctly rolling, and in some parts almost mountainous. Thus many Philadelphia business men are enabled to live, within easy reach of their offices, in places which many towns would widely advertise as mountain or lovely summer resorts. These places have been fostered and built up largely by the direct efforts of the Pennsylvania, the Philadelphia & Reading, and the Baltimore & Ohio Railroad companies.

Germantown.

Of all the suburban sites the most famous is Germantown and its sub-sections, Mount Airy and Chestnut Hill. In the municipality of Philadelphia the place is known as the Twenty-second Ward. It has some 60,000 inhabitants, and from the center of the city to the center of Germantown is about six miles. The Reading Railroad runs through it on the east, the Pennsylvania Railroad on the west, the People's Traction Company the center, and the Philadelphia Traction Company a little west of the center. The old part of the town is literally filled with historic houses, and to the east and west and at Chestnut Hill handsome and even palatial residences can be counted by the hundred. Indeed, a German baron, visiting the place a few years ago, designated Germantown as a "town of palaces." The place was founded in 1685 by a number of German "Pietists," who were persecuted in their mother country and were induced to settle in Pennsylvania, through the promise of William Penn that they should worship God without interference in

the manner which seemed to them best. As a result, many sects established themselves in Germantown having peculiar beliefs and forms of worship in addition to the Dunkards and Mennonites, two sects which still flourish, particularly in Pennsylvania and Ohio. In the Colonial days Germantown was, with the banks of the Schuylkill, the favorite summer resort for the wealthy. Chief Justice Allen, who owned the first "landau" in the State, had a summer residence in Germantown, or that part of it now known as Mount Airy. James Logan, Chief Justice Chew, Christopher Saur (the famous printer), Francis Daniel Pastorius, all had homes in Germantown. In this quaint old place David Rittenhouse, one of the three greatest astronomers the world ever produced, was born; and here, during the yellow-fever epidemic of 1793-'94, the seat of the National Government was located, and President Washington resided. Of all Philadelphia, there is no spot so replete with historic and interesting reminiscences.

David Rittenhouse's Birthplace.—Within the confines of Fairmount Park, on the line of Paper Mill Run, in Germantown, near where the little stream empties itself into the Wissahickon Creek, is a group of quaint old houses. Close beside an old bridge, and to its right, is one more picturesque and quaint than the others. In this ancient structure David Rittenhouse, astronomer, philosopher, and patriot, was born and spent his boyhood. His father operated the first paper mill in America, the machinery of which was operated by the sparkling waters of Paper Mill Run. The first structure was destroyed by a flood during David Rittenhouse's early manhood, but was rebuilt through the aid of the fellow townsmen of his father on an appeal from General Washington, in which the importance of the mill was strenuously urged. This old mill still stands on the banks of the stream. "Rittenhouse Town," as the little settlement is called, may be reached by carriage through the Park along the Wissahickon Drive to Rittenhouse Street, and thence to the settlement; by train, on the Germantown Branch of the Pennsylvania Railroad to Cheltenham Avenue, north on Pulaski Avenue to Rittenhouse one square, and west on Rittenhouse about four squares; or by the People's Traction Company, Germantown (Pelham) cars to Cheltenham Avenue (securing a pass on Cheltenham Avenue when fare is paid), and west on Cheltenham trolley cars to depot on Rittenhouse Street, less than one square from "Rittenhouse Town."

Germantown Road.—It is on Germantown Road, or Germantown Avenue as it is now called, that the most interesting historic places

are to be found. They begin at Wayne Junction and extend to Mount Airy. Space will permit a mention of only a few of the leading ones.

Hood's Cemetery.—At the corner of Germantown Avenue and Fisher's Lane is Hood's Cemetery, originally known as the "Lower Burying Ground;" it was one of the two first public burial places in the town, "negroes" only being excluded. Here are buried many famous persons, including General Agnew, the British commander who was killed during the Battle of Germantown.

Executive Mansion.—Nearly opposite Mill Street, and directly opposite the Soldiers' Monument, is the house used as the Executive Mansion during the yellow-fever epidemic of 1793-'94. Here President Washington resided for a year, and carried on the business of the Government. Its present owner, Mr. Elliston P. Morris, keeps the "morning breakfast room," occupied by the Father of His Country, in as nearly as possible the same condition it was then in. Visitors not admitted.

United States Bank.—At the corner of Mill Street, at the rear of Market Square, is a building occupied now by the Women's Christian Temperance Union. This was, while Germantown was the seat of the National Government, the United States Bank.

State Department.—The State Department occupied two buildings at Germantown Avenue, on the north side of West School Street. One of these buildings has since been torn down to make room for the Germantown National Bank, but the other, now used as a wall-paper store, is still standing.

Zinzendorf's Home.—One door above the old Executive Mansion is a quaint old structure, occupied, as it has been almost uninterruptedly for nearly two centuries, by members of the Ashmead family. It was for a short time used by Count Zinzendorf and his lovely daughters as a Moravian school, the same which was afterward removed to Bethlehem.

Town Hall.—At Germantown Avenue and Lafayette Street is an open green, in the rear of which is a large brown structure surmounted by a high steeple. This is the old borough Town Hall, and in the tower is a clock whose bell is the one which replaced the old Liberty Bell of Independence Hall. In the rear of the hall are the police station and police-patrol house of the district.

Engle House.—Next to the Town Hall is the old Engle House, the original owner of which was among the first to carry on a tannery

in the town. The old building fell down, and had to be removed only a year or two since. Since the building of the house no one, save a member of the Engle family, has lived in it.

Oldest Stone House.—The oldest stone house in Germantown is on Germantown Avenue, at the south side of West Walnut Lane. It is at present occupied by Miss Ann Haines, a descendant of the first builder. The house was built at three different periods, the first about 1690, by Hans Milan, a Hollander, who came to this country, presumably with Francis Daniel Pastorius, in 1685. His daughter married Dirk Janssen, and a daughter of this marriage wedded Reuben Haines in 1760. During the Battle of Germantown this house was used as a hospital for British officers and soldiers, and their blood still stains the floor of the second story, where they were laid when brought in from the battlefield. On July 25, 1825, General Lafayette gave a public reception in this house. The People's Line trolley cars pass the place. Visitors not admitted.

Pastorius House.—Below the Haines House, on the east side of Germantown Avenue, on the north side of High Street, is the old Pastorius House, occupied by Francis Daniel Pastorius, the founder of Germantown, in 1685. Francis Daniel Pastorius was a lawyer and poet of no mean skill, who, on account of his religious convictions, left his wealthy German home to dwell in the American wilderness.

Mennonite Church.—Just above Herman Street, on the east side of Germantown Avenue, is the Mennonite Church, the first in America. The present structure, which is a modest one-story affair, was built in 1774, and in front of it, behind a wall separating it from the street, lay the man who shot and mortally wounded General Agnew during the latter part of the Battle of Germantown.

Johnson House.—A low, dressed-stone house stands on the northwest corner of Germantown Avenue and Washington Lane, which was built close upon two centuries ago by a Janssen, who was an ancestor of the Johnson family which now own and occupy it. Here for a time dwelt Peter Keyser, a Mennonite preacher, who knew his Bible so thoroughly that he could repeat it from the first verse of the first chapter of Genesis to the last verse in Revelations without making a single mistake. During the Battle of Germantown at this point, while the fog was heavy, Americans mistook Americans for foes, and many of them were killed before the mistake was discovered. An old board fence in this place, which yet stands pierced by hun-

dreds of bullet-holes, was a shelter behind which several soldiers took refuge, and the spot where four of them were killed is marked by four huge pear trees, planted soon after the battle was over.

Concord Burying Ground.—On the east side, just above Washington Lane, is the Concord or Old Ax Burying Ground, which was known originally as the Upper Burying Ground. Like Hood's Cemetery, it was an early public graveyard. In it is buried a number of Revolutionary and British soldiers; members of the family of George Lippard, the famous novelist, also are interred here. Near the gate, their headstones may be seen from the street.

Billmeyer House.—The Billmeyer House stands at the northeast corner of Germantown Avenue and Upsal Street. On the steps of this old mansion General Washington stood during the Battle of Germantown and directed the course of the fight.

Dunkard Church.—On the same side, a few hundred yards north, just above Sharkneck Street, is the old Dunkard or Brethren Church. Here was established the first congregation of this faith in America, and because the first church, a log structure, was built by subscription, that section became known as Beggarstown. In the church building now standing were stored, during the Revolution, a large number of unbound copies of the edition of the Saur Bible, now so rare. These were seized by the British and used as wads for their guns and as bedding for their horses.

Pelham.—Recently a fine property in this section of the town, covering over one hundred acres, belonging formerly to the estate of George W. Carpenter, was purchased by a syndicate for building purposes. They tore down all the old buildings, cut beautiful winding paths through the grounds, and are now busily engaged erecting handsome residences thereon. No houses of a less value than \$4,000 are permitted, and some costing as much as \$60,000 have already been built. The handsome character of the structures, the winding roads, and the general park-like appearance of this property, to which has been given the name of Pelham, make it well worth a visit.

Mount Airy.—Beginning with the upper end of Pelham is that part of the Twenty-second Ward known as Mount Airy. On the left, after passing Carpenter Street, is the Lutheran Orphans' Home, and nearly opposite the Memorial Free Library. The splendid mansion on the same side with the library, on the brow of the hill, belonged to the late Commodore Breeze, and many years ago the place was known as The Boat House, on account of its having been built by a

retired sea captain, with all the peculiar recesses usually found in steamboats. About a half a mile beyond, on the left, are the splendid grounds and buildings of the Pennsylvania Institution for the Deaf and Dumb.

Chestnut Hill.—Chestnut Hill, the outlying district of the Twenty-second Ward, is on the summit of a considerable elevation, one of a series which constitutes the terminus of a spur of the Blue Ridge. It faces the picturesque White Marsh Valley with its ever varying phases of loveliness. Here are located some of the most magnificent residences in Philadelphia. Men who count their wealth by the million make their homes on this beautiful spot.

Wissahickon Heights.—To the west is a part of Chestnut Hill known as Wissahickon Heights, a section opened up to improvements a few years ago by the late Mr. H. H. Houston. Through his liberality a handsome Protestant Episcopal Church, called St. Martins-in-the-Field, was built, and by his enterprise one of the handsomest hotels in Pennsylvania was built.

Wissahickon Inn.—This hotel is called the Wissahickon Inn, and is a huge structure in the old Elizabethan style of architecture. Although remaining open all the year round, its chief attraction is to summer visitors. The rates charged are \$4 a day, baths extra.

Germantown, West Side.—Although there are splendid mansions on the east side of Germantown proper, it is on the west side that the greater number are located. From Wayne Junction to Chestnut Hill they extend almost without a break, surrounded by fine lawns and beautiful trees.

West Philadelphia.

Bridges.—The following bridges connect West with old Philadelphia: South Street, Walnut Street, Chestnut Street, Market Street, Callowhill Street, Girard Avenue, and City Avenue. Besides, there are beyond two or three wooden structures owned and operated by corporations. The bridges belonging to the city are all splendid specimens of art, and built either of stone or iron.

Streets.—Some of the handsomest sections of northern West Philadelphia are comprised in Baring Street, Powelton Avenue, Springfield Avenue; and in south West Philadelphia, the section bounded by 37th and 42d streets and Chestnut and Spruce streets, including Chester Avenue.

Overbrook.—Within the limits of the city, and on the line of the

Pennsylvania, is a large tract devoted to suburban homes of an elegant character, to which has been given the name of Overbrook. It is controlled by practically the same syndicate as that which is improving Pelham, and the character of the buildings and the restrictions regarding their erection are the same.

Wayne and St. Davids.—All along the line of the Pennsylvania Railroad are dotted beautiful suburban towns; chief among them are Wayne and St. Davids, which are about half an hour's ride from Broad Street. The ground is about 400 feet above the city, and the surrounding scenery is of a lovely character.

Bryn Mawr and Devon.—Two more of these noted suburban towns are Bryn Mawr and Devon. At the latter is the Devon Inn, a hotel built on the plan of the Wissahickon Inn, at Chestnut Hill, and rivaling that house in popularity. Both places are connected with the city by a splendid driving road.

Other Suburban Places.

Besides these already mentioned, there are Merion, Narbeth, Wynnewood, Ardmore, Haverford, Rosemont, Villa Nova, Radnor, Strafford, Berwyn, and Paoli, all thriving places devoted almost exclusively to homes of wealthy Philadelphia business men.

Camden.—While Camden can not be said to be a suburb of Philadelphia, in the strictest sense of the word, since it is in another State, and is a separate municipality, yet its proximity to Philadelphia, and the fact that a large number of Philadelphia merchants and workmen have their homes there, makes mention of it necessary.

Its Location.—Its position opposite Philadelphia, and its favorable situation in other ways, is causing Camden to become an industrial city of some importance. Its streets are laid out on the same general plan as its sister city across the river, and many of the habits and customs of the place are similar.

Its Industries.—Prominent among its industries are important and large chemical works, furniture factories, machine shops, soap works, and steel pen-making establishments.

Cooper's Hospital.—One of its finest charitable establishments is Cooper Hospital, an institution founded some years ago by the man whose name it bears.

Railroad Terminals.—All the railroads from the seaside resorts and from nearly all the South New Jersey towns have their terminals

in Camden. These railroads include the West Jersey division of the Pennsylvania Railroad, running from Cape May, Atlantic City, and other ocean towns; the Camden & Atlantic Road, for Atlantic City; the Pennsylvania Railroad from Barnegat, Seaside Park, Ocean Grove, Asbury Park, Long Branch, Manasquan, etc.; the old Camden & Amboy, and the New Jersey Divisions of the Philadelphia & Reading Railroad.

Short Excursions Out of Town By Rail.

Mauch Chunk.—Visitors remaining sometime in the city frequently have a desire to take short excursions to vary the daily sight of closely built up streets. One of the most satisfactory trips of this character is to Mauch Chunk, on the line of the Lehigh Valley. This picturesque district has aptly been termed the Switzerland of America; the mountains are grouped together in wild confusion, and rear their rugged and lofty heights well into the clouds. The village of Mauch Chunk is on one of the mountain sides, and the houses are placed one above the other, giving the appearance of a gigantic and irregular staircase. The highest of the peaks at Mauch Chunk is called Mt. Pisgah, and, besides the sublime scenery which this and its giant brethren present, there are two other attractions which bring annually many thousand people to this region. These are the Switchback and Glen Onoko. The first is a gravity railway which carries passengers down the mountain slope with safety, but with lightning-like rapidity. The other is a species of cañon filled with falls and cascades which are exquisitely enchanting. Good hotels at Mauch Chunk are abundant.

How to Get There.—To visit this picturesque and entrancing place, an excursion ticket is purchased from the agents of the Lehigh Valley or the Philadelphia & Reading Railroad companies, and a morning train taken from the Reading Terminal Station at 12th and Market streets.

Jenkintown.—In a short time, Jenkintown, a pretty suburb of Philadelphia, on the North Pennsylvania Branch of the Philadelphia & Reading Road, is reached. Here the Reading trains for Bound Brook and New York strike off to the right. Beyond, the road runs through rich, rolling farm-lands dotted with suburban villages; and the train passes in quick succession Fort Washington (where the Continental army, after its defeat at the Battle of Germantown, threw up fortifications and made a stand), Ambler, Pennlyn, North Wales,

Lansdale, and numerous other thriving places on its way to Bethlehem.

Bethlehem.—Here the route over the Lehigh Valley Line begins. Bethlehem itself is a place of great historic interest. It was founded a little more than one hundred and fifty years ago by the Moravians, and named Bethlehem through a dramatic incident in which Count Zinzendorf was concerned. The old community houses, including the "Sister House," from which the famous banner was given to the Continental troops, are still standing. At Bethlehem also are situated the great iron works which turn out much of the famous Harveyized naval armor.

Allentown.—Allentown, a picturesque little city, called by the irreverent "Peanuts-stedl," is six miles beyond. At this place the Lehigh Valley Company has a magnificent depot, which spans a pretty trout stream called the Jordan.

A Panorama of Beauty.—From this point on, the scenery becomes a perpetual panorama of beauty. The broad, rapid-running Lehigh River is on one side of the tracks, which are bound in by huge hills on both sides, which become higher and more rugged as the journey progresses.

Lehigh Gap.—At length Lehigh Gap is reached. Here the river, in by-gone ages, burst through the Blue Mountains, leaving high, broken cliffs frowning on the waters below. From here to Mauch Chunk is but eleven miles. There is abundant time to visit Glen Onoko and go over the Switchback and return the same day.

Wilkesbarre.—If the visitor can spare a few days' time he is strongly advised to continue the journey a few miles farther, for the scenery between Mauch Chunk and Wilkesbarre is inexpressibly grand. Leaving the former place the visitor should take the left-hand side of the car, because for the next forty or fifty miles the best views are on that side. From Mauch Chunk the road climbs up the mountain until an altitude of 2,000 feet above tide-water is reached. From this point to Wilkesbarre is nineteen miles, but in that distance there is all the scenic beauty that nature can crowd.

Glen Summit.—At the top of the mountain, which is known as Nescopeck Mountain, is a large and handsome hotel, called Glen Summit. This is a favorite resort for both New Yorkers and Philadelphians, and accommodations may be had there for from \$3 to \$4 per day. The time required to reach this point from Philadelphia, presuming no stops are made by the way, is four hours.

Along Reading's Main Line.

A ride, only second to an excursion, to Mauch Chunk and Wilkesbarre, in point of scenic beauty, is a day's trip along the main line of the Philadelphia & Reading Railroad Company to Reading, or, if time permits, to West Milton, by way of the Catawissa branch, of which more will presently be said. Within twenty minutes after leaving the Reading Terminal Depot the train enters pretty scenery, which constantly increases in beauty to the end of the journey. Excluding for the present everything beyond Reading there are three notable places worth visiting. The first of these is Valley Forge.

Valley Forge. — This place is but twenty-three miles from Philadelphia, and an hour only is consumed in reaching it. Here were the winter quarters of the Continental army in 1777-'78 and the old breastworks, Washington's quarters, and other remains of the army's occupation are still to be seen. The State recently ordered the purchase of all the land on which are situated the most precious relics, for the purpose of preserving them, and converting the whole into a park. Valley Forge lies in a great basin on the banks of the Schuylkill. The rim is made up of high tree-clothed hills, almost high enough to be termed mountains. There are beautiful drives and picturesque nooks in plenty, and a little trout fishing in season, in one or two of the streams, and good black-bass fishing in the river offer inducements to the angler.

Pottstown. — A second place of great interest on the main line of the Reading is Pottstown, a thriving place forty miles distant, and one hour and a half's ride, from Philadelphia. The chief attraction here is a wonderful group of rocks a few miles outside of the town known as the Ringing Rocks. These boulders, which cover, like a moraine of a glacier, a large extent of ground, give out when struck sweet sounds like those of a chime of bells, and of their musical qualities a tragic but pretty Indian legend is told. It is too long to relate here, but according to it, the rocks first gave forth their sweet notes when an Indian warrior and his betrothed toppled from Signal Rock, the highest of the group, from the death wound received from vengeful foes who were watching their meeting. Recently a corporation has purchased the place, built an electric railway to the rocks, erected handsome pavilions and dancing floors, and arranged a lovely lake amid the abundant trees. It is becoming a favorite resort for Sunday School and other picnic parties.

Reading.—The trip to Reading is a source of constant delight. The winding Schuylkill, the rolling hills, the tree-crested and blue-tinted mountains all keep the eyes and senses delighted and unwearied. Reading, the county seat of Berks, was founded by the Penns, and named after their English homestead. Two mountains about a thousand feet high tower to the right of the river, one called Mount Penn and the other the Neversink.

Mount Penn.—Leaving the train, which departing from Philadelphia about 10 o'clock in the morning arrives about 11.40, the visitor takes, a square or two away, trolley cars for the foot of Mount Penn. Here at a quaint hostelry an excellent lunch may be had and the ascent of the mountain begun.

Penn Gravity Road.—This ascent is made by means of a gravity railroad, which starts close by the little hotel, and which is known as the Mount Penn Gravity Railroad. A "mountain climber" locomotive, with several open cars attached, then begins, with much puffing and blowing, to haul its load up the two-mile steep and winding incline, among thick trees and around steep rocks. Every now and then during the ascent open places are come upon, giving extended and glorious views of the valley for miles to the north and west. In fifteen minutes the summit is reached and the passengers disembark. Pen can not adequately describe the panorama. To the west there is a grand picture of Reading mapped out by nature; to the southeast is Birdsboro; and beyond, the silver thread-like Schuylkill winding toward Philadelphia. To the west, again beyond Reading, stretches the famous Lebanon Valley, bounded on the north by the Blue Mountains, with the South Mountains on the south. Embarking again, the train is found to be minus a locomotive, and the cars go rushing down the incline at a rapid pace, giving frequent glimpses of rare and lovely bits of scenery. A brief journey brings the visitor once more to the base of the mountain.

Neversink Mountain.—Returning by trolley cars the visitor alights at Ninth and Penn streets, and there takes the Neversink Electric road. Ten or fifteen minutes' ride brings him to the base of the Neversink Mountain, and as the ascent is made he is treated to a succession of delightful surprises. A few hundred feet of winding and twisting brings the car to the borders of a steep cliff, from which a charming panorama is unfolded. Spread out is a brave array of public buildings of various kinds. An amphitheater of hills bounds the horizon; Mount Penn, to the north, marshals the heights and

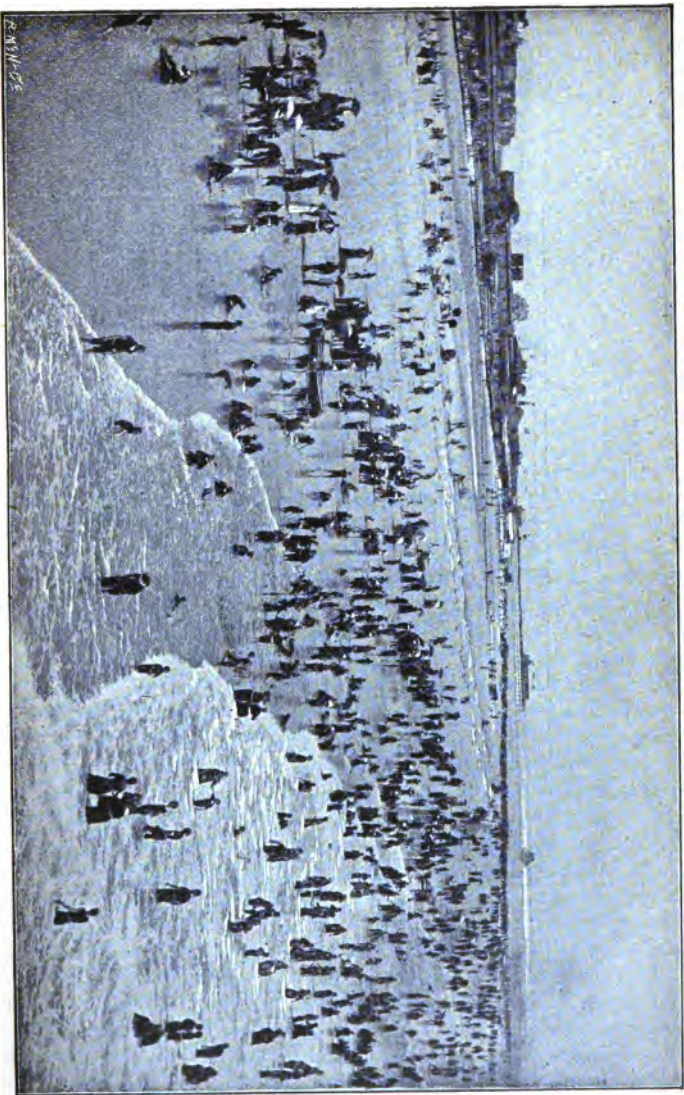
serenely reviews Mounts Washington and Jefferson. Renewing the trip, the car passes a flourishing strip of woodland and emerges upon a spur looking upon Woodvale and the enchanting Antietam Valley. Poplar Neck Bend is in view with the winding Schuylkill and finally the famous Point Lookout. Soon after the summit is reached. Here is built a large and handsome hotel, called the Neversink Mountain House, where guests are received by the day or week, and from which magnificent views are obtained of the valleys and the encircling mountains. The journey down the Neversink is as full of delightful surprises as the ascent, not the least among which is Klapperthal Park, a place, as an enthusiastic Emerald Islander expressed it, "which is a charming sylvan retreat, surrounded by lofty forest-covered mountains, down which purling streams of clear spring water wind like silver threads." The journey from Philadelphia to Reading and return, including a visit to both Mounts Penn and Neversink, can easily be made in a day, allowing nearly six hours in which to make the two ascents.

A Four-Hundred-Mile Trip.—For those who are fond of beautiful scenery the following trip is recommended. It covers 400 miles and may be made in a single day by taking the newspaper train from 12th and Market streets in the morning, the time for arrival again in the city being about 10.30 P. M. By this trip a magnificent series of nature's pictures may be seen, the most glorious of which is compressed in some forty miles along the Catawissa road, in one part the train passing over seven immense trestle bridges, the largest about one mile in length and the highest about 300 feet. The whole route is over the Reading and its branches. Twelfth and Market to Reading; Reading to Lebanon; Lebanon to Pine Grove; Pine Grove to Auburn; Auburn to Pottsville, dinner at this point; Pottsville to Tamaqua; Tamaqua to East Mahony Junction; Catawissa road to West Milton; West Milton to Philadelphia. The waits between these different points are from five to twenty minutes, except at Pottsville, where there is an interval of about an hour and half between trains.

Chester.—An interesting and pretty trip may be taken to Chester by the trolleys. The route may be found by reference to the street railway lines.

Woodbury.—A trolley-car trip to Woodbury and Almonessing Pond, New Jersey, is also a desirable and interesting trip. Take the ferry for Kaighn's Point, Camden, and there the Woodbury trolley cars.

Willow Grove.—Willow Grove is on the outskirts of Philadelphia and may be reached by People's line trolley cars going north on Eighth Street. At Willow Grove is a famous mineral spring and a handsome park. The place is also interesting geologically, from the fact that there are yet to be seen the remains of a great inland sea of a former age.



A BEACH SCENE — Atlantic City.

St. Charles Hotel



ON THE BEACH
FOOT OF ST. CHARLES PLACE AND
BOARDWALK

200 Rooms...50 Baths

Each of which have fresh and
salt water connections—
hot and cold water—
All conveniences—built this
year.



STRICTLY FIRST-CLASS

RATES...
FROM \$4.00 A DAY

JAMES B. REILLY



XII.

SEASIDE RESORTS.

Atlantic City.

Although Atlantic City is on the ocean side of New Jersey, and is an independent city sixty miles from Philadelphia, it may, in many respects, be termed a suburb, from the fact that a majority of its floating population, and many of its semi-residents are Philadelphians. Atlantic City is a thoroughly democratic place, it being the pleasure resort of the poor man as well as of the millionaire. Orderly and innocent pleasure-loving people of all classes enjoy themselves in their several ways without caste prejudice. The permanent population is 21,000; in summer it occasionally reaches 150,000.

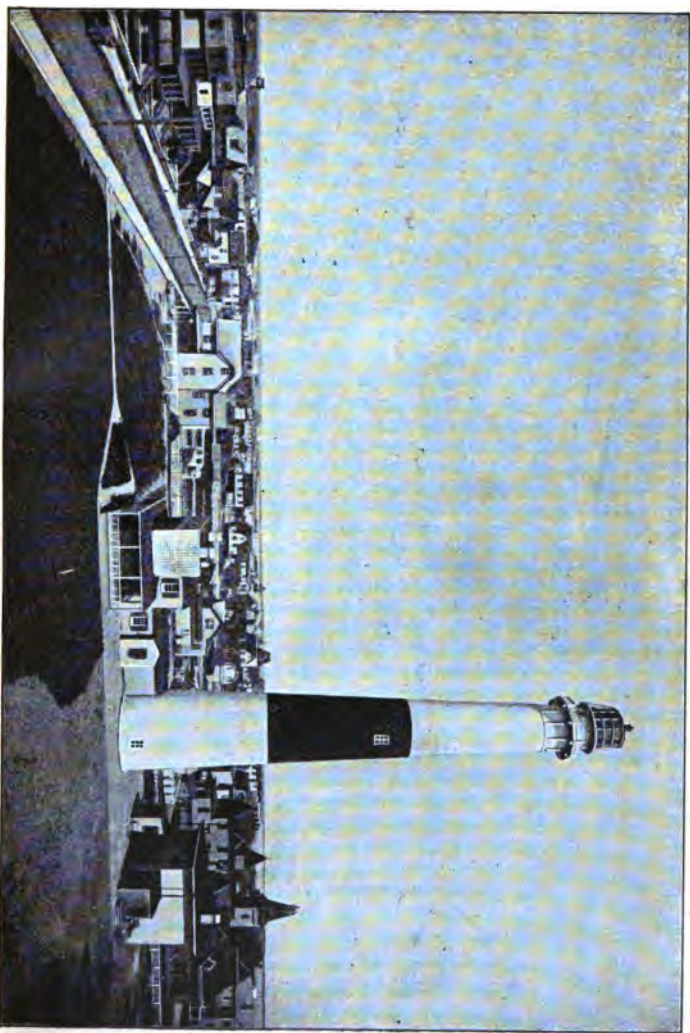
Atlantic City has arisen from nothing but sand-dunes within forty years, and has become wealthy and famous as a seaside resort from two causes—its magnificent shore-line and its wonderful board walk. The heavy surf which rolls in on the flat beach affords delightful bathing, perfectly safe to those who observe the cautions of the life-savers. The beach is hard and nearly level, affording a splendid natural carriage drive, which is taken advantage of by pleasure parties by the thousand, both in summer and winter. The equable, healthful climate and admirable means of access and accommodation there have supplemented these natural attractions.

The city stands upon an island, separated from the mainland by a broad stretch of inlets and salt meadows. This island is low and level, the soil is pure sand, absorbing and draining away moisture quickly, and an admirable system of public sanitation is maintained. The water supply is obtained from artesian wells, and is ample for household uses and fire purposes. Effective police and fire departments exist; the city is lighted by gas and electricity, and has a system of electric street-cars connecting all important points.

The arrangement of streets is in straight lines, forming "squares." The main thoroughfares, running north and south, parallel with the seashore, are all named after oceans — first, nearest the shore, Pacific Avenue; then Atlantic (the Broadway of the town), and westward, in succession, Arctic, Baltic, Mediterranean, Adriatic, Caspian, etc. The streets running at right angles to these are named after various States, beginning with Maine at the north end of the island, along the shore of Absecon Inlet, and extending southward. These are divided into "East" and "West" by Atlantic Avenue. Both railway stations are in the center of town, on Atlantic Avenue, the Pennsylvania at Tennessee and the Reading at Arkansas Avenue. Intermediate streets have also been cut through the large squares here and there.

The Board Walk.—The board walk, which is a raised avenue of planking along the ocean beach, is an invention of Atlantic City. When its popularity was assured, other seaside resorts followed, but none have equaled, much less surpassed, the famous water-front promenade of the chief Atlantic Ocean pleasure town. Destroyed by the great storm of September, 1889, the original board walk was replaced by another nearly four miles long, twenty-four feet wide, and twelve feet high, at a cost to the city of some \$60,000. During the summer season, the greater part of Atlantic City's population is to be found in the morning or the evening on this popular walk, which opens uninterruptedly to the sea, high tides almost reaching it; yet it never seems overcrowded, and the funny incidents constantly occurring there are sufficient to arouse the most blasé and to cure the most confirmed of misanthropes.

Atlantic City as a Place for Rest and Recuperation can advance many claims to the consideration of invalids. The southerly situation gives a short winter, and the neighborhood of the sea an equality of climate which inland places can not enjoy. The ocean breezes cool the air in the warm months, while the presence of this great mass of water modifies the winter temperature. Storms occur, of course; but against these is provided a sun-parlor in almost every hotel, and, on the whole, the winter weather is mild and sunny, yet invigorating. Thousands of persons take advantage of these favorable circumstances in winter, and, year by year, their numbers increase, and larger and better provision is made by the railroads and hotels for winter traffic. The comparative dryness of the air, prevailing at all seasons, and very beneficial to all persons troubled



THE LIGHTHOUSE AT ATLANTIC CITY.

with weakness or diseases of the throat or lungs, is due to the fact that the prevailing winds are from the southwest, and hence come over many hundreds of miles of dry and sandy country, covered with pine forest, with whose balsamic strength the air is laden. Such a crowd of people amuse themselves in summer, as well as winter, so that no fear of dullness need keep any one away from Atlantic City at that season.

"The board walk is always in favor," writes Heston. "The air is so dry and mild, as a rule, that even convalescents, who are able to be about at all, may enjoy at least a brief walk on the great ocean promenade. Then, again, there are miles of drives, either upon the hard, smooth beach, or through the city, or across to the mainland.

. . . Even the sight of so many new faces from all parts of the country—many of them those of distinguished people—is pleasant and refreshing, especially to those who are building up after an illness and have a horror of going to a dull place, and yet are not strong enough for the more active pleasures."

Atlantic City is daily growing in public estimation as a sanitarium as well as a pleasure-place.

How to Get to Atlantic City.

Three lines of railroad run to Atlantic City, one under the control of the Philadelphia & Reading, and two under the Pennsylvania; the latter are the West Jersey and the Camden & Atlantic. Of the three, the Reading is the shortest by six miles, the Camden & Atlantic the next, and the West Jersey the longest; but, in point of time, the journey by any one of the three is about the same.

By the West Jersey.—By the Pennsylvania route, the excursionist takes the ferry at Market Street, and by the Reading, the ferry from Chestnut Street. The Pennsylvania ferryboats cross the Delaware River to Camden, the passengers transferring to the cars in the depot on the wharf, and in from sixty to eighty minutes the train reaches Atlantic City. By the West Jersey route many pretty towns are passed through. Among the first is Woodbury, a place of some 4,000 inhabitants, a fair proportion of whom are Philadelphia business men. The town receives its name from Richard Wood, a man who came from Berry, England, in 1684, and settled in this neighborhood. In 1777, Lord Cornwallis had his headquarters here. Beyond Woodbury is Pittman Grove, a well-known camp-meeting ground. Glassboro is another pretty town passed through; it receives its name from a celebrated glassworks located there, which were established in the latter part of the eighteenth century, and owned

for many years by Col. Thomas Heston, a Revolutionary patriot, and brother to Col. Edward Heston, both known in those days as "the fighting Quakers." Mays Landing, famous in the War of 1812, is another hamlet reached by the West Jersey; and Pleasantville, near the Atlantic City Meadows, is the last stopping place.

Camden & Atlantic Route.—Leaving Camden, the Camden & Atlantic Railroad passes first through Haddonfield, about six miles out, and thence through a number of small villages, including Kirkwood, Berlin (many years ago known as Long-a-Coming), Atco, Waterford, and Winslow. Beyond, and half-way between Camden and Atlantic City, is Hammonton, a town of about 4,000 people, settled by a colony from New England, in 1860, the members of which devote themselves almost exclusively to fruit-raising. Beyond Hammonton some distance, is a widely-known place called Egg Harbor City. Here are some noted vineyards, and here is made the celebrated Egg Harbor wines. Near Atlantic City is Absecon, a small town founded, in 1695, by Thomas Budd.

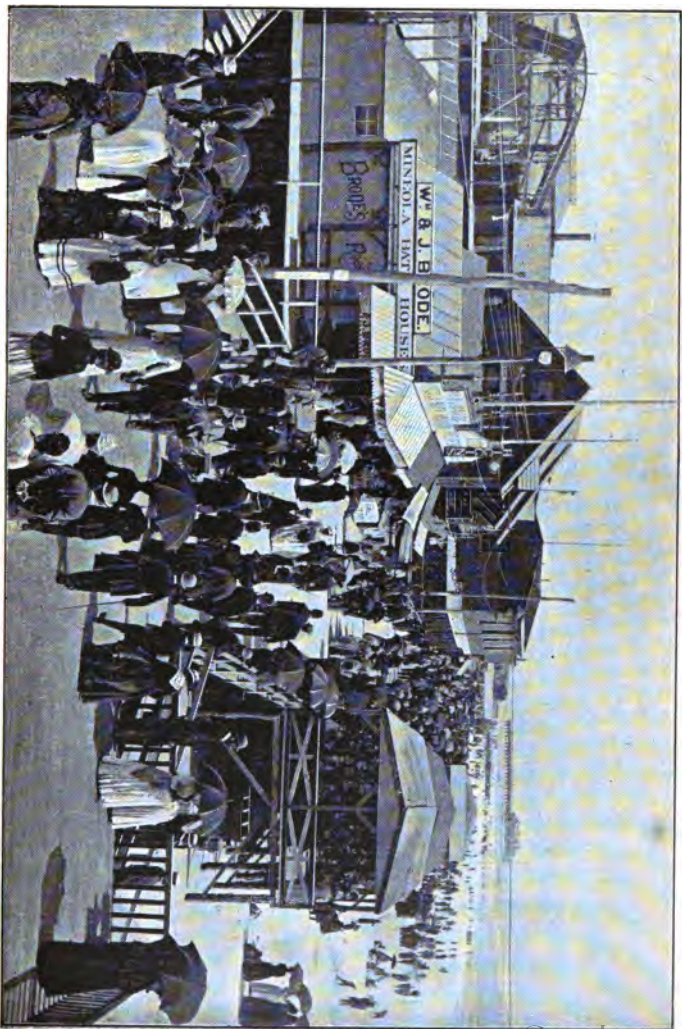
By the Reading Route.—Passengers for Atlantic City, by the Reading route, leave the foot of Chestnut or South Street, and are taken by ferry to the depot at Kaighn's Point, Camden. The road-bed of this route is superb, very rapid time is made, and it is much liked on account of there being a double track all the way between the Delaware and the ocean. The route lies through pretty much the same towns as the Camden & Atlantic Railroad.

Tickets and Rates of Fare.—Excursion tickets, good for ten days, cost \$1.75; purchased from the Pennsylvania System, they may be used over either the Camden & Atlantic or the West Jersey. Single tickets cost considerably more.

Hotels.—Atlantic City probably excels all other towns in the country in the number of its hotels, as well as in the variety of entertainment afforded by them. Good accommodations can be had at \$6 a week, and from this the figures range upward gradually into the fifties. Following is a list of hotels, alphabetically arranged, with notes upon capacity, prices, situation, etc.:

Albemarle.—Virginia and Pacific aves. \$2 to \$3 per day; \$12.50 to \$15 per week; 72 rooms. Open all the year; has a farm attached; is near the beach.

Arlington.—Foot of Michigan Ave., near the beach. \$2 to \$3 per day; \$12 to \$18 per week; two persons in one room, \$22; 77 rooms. A new house, open all the year round, and having electric lights, a large sun gallery, sea view, and every convenience.



A SUNNY DAY ON THE BOARD WALK, ATLANTIC CITY.

Bellevue.—New Jersey Ave. \$2 to \$2.50 per day; \$12 to \$15 per week; 49 rooms. Open June 1 to Oct. 1.

Berkeley.—Kentucky Ave., near the beach. \$2.50 to \$3 per day; \$14 to \$18 per week; 86 rooms. Open February to October.

Bew's.—Illinois Ave., on the beach. European plan; \$1 per day; 75 rooms; café and hot baths. Open Feb. 1 to Oct. 15.

Boscobel.—Kentucky Ave., below Pacific. \$2.50 to \$3 per day; \$10 to \$18 per week; 56 rooms. Open the year around.

Brighton.—Indiana Ave., on the beach. \$3.50 to \$5 per day; \$25 to \$50 per week; 180 rooms. First-class; has a casino, band, large lawn, etc.

Cedarcroft.—S. Carolina Ave., and the beach. \$2.50 to \$3 per day; \$12 to \$18 per week; 100 rooms. Spring and summer.

Central.—Tennessee Ave. \$2 to \$3 per day; \$12 to \$18 per week; 70 rooms. Open June 1 to Oct. 1.

Chalfonte.—N. Carolina Ave., and beach. \$3 to \$4 per day; \$15 to \$25 per week; 95 rooms. A first-class house, commanding a view of the sea, and celebrated for its table and service. Open all the year.

Chetwoode.—1709 Pacific Ave. \$2.50 to \$3 per day; \$12 to \$18 per week; 60 rooms. Open all the year.

Delaware City.—Tennessee Ave. \$2.50 per day; \$12 to \$15 per week; 50 rooms. Summer season.

Dennis.—Michigan Ave. \$3.50 to \$5 per day; \$18 to \$30 per week; 250 rooms. This great seaside hotel is by far the largest in the city, a fact that of itself testifies to the success which follows, providing well for the comfort of its patrons.

Edison.—Michigan Ave., below Pacific. \$2 to \$3 per day; \$10 to \$16 per week; 60 rooms. Open all the year.

Garden.—Foot of Illinois Ave. Now in process of erection, and to be completed for the summer season of 1896.

Haddon Hall.—N. Carolina Ave. \$3 to \$5 per day; \$18 to \$30 per week; 86 rooms. Open all the year. A very fine house.

Hoffman.—Pennsylvania Ave. \$3 to \$3.50 per day; \$16 to \$18 per week; 60 rooms. Open all the year.

Islesworth.—Sea end of Virginia Ave. \$3 to \$5 per day; \$18 to \$25 per week; 136 rooms. A superior hotel, with steam heat, an amusement parlor, etc. Open all the year.

Irvington.—Virginia Ave. and beach. \$2.50 to \$3 per day; \$15 to \$25 per week; 70 rooms. Open all the year.

Kenderton.—Tennessee Ave., near the sea. \$2 to \$2.50 per day; \$10 to \$18 per week; 60 rooms. Open March to October.

Koofman's.—New York Ave. \$3 to \$4 per day; \$18 to \$25 per week; 85 rooms. Open all the year.

Kuehule's.—S. Carolina and Atlantic aves. \$2 to \$2.50 per day, \$8 to \$12 per week; 40 rooms; near the Pennsylvania railroad station. Open all the year.

Lehman.—Pennsylvania Ave., below Pacific. \$2.50 to \$3 per day; \$13 to \$18 per week; 80 rooms. Open all the year.

Leland.—Massachusetts Ave. and beach. \$2.50 to \$3 per day; \$13 to \$18 per week; 75 rooms. Open all the year.

Linden Hall.—Virginia Ave. \$3 to \$5 per day; \$20 to \$35 per week; 101 rooms. Open May to October.

Luray—Kentucky Ave. and beach. \$3 to \$4 per day; \$16 to \$25 per week; 150 rooms. This is a fine hotel, open all the year, whose sanitation and appointments are complete, and whose table is highly recommended.

Mansion.—Pennsylvania and Atlantic aves. \$3 to \$4 per day; \$16 to \$25 per week; 200 rooms. Open all the year.

Ponce de Leon.—Virginia Ave., near the beach. \$2.50 to \$3.50 per day; \$12 to \$18 per week; 100 rooms. Open all the year.

Pennhurst.—Michigan Ave. near the beach. \$2.50 to \$3 per day; \$12 to \$18 per week; 100 rooms. Open all the year.

Reade.—No. 613 Pacific Ave. \$2 to \$2.50 per day; \$10 to \$15 per week; 30 rooms. Summer season.

Revere.—Park Place, near the beach. \$2.50 per day; \$12 to \$18 per week; 40 rooms. Open all the year.

Richmond.—Virginia Ave. \$2 to \$2.50 per day; \$8 to \$10 per week; 50 rooms. Open all the year.

Rossmore.—Tennessee Ave. \$2 to \$2.50 per day; \$10 to \$15 per week; 53 rooms. Summer season.

Rudolph.—New Jersey Ave. and beach. \$3 to \$4 per day; \$18 to \$30 per week; 200 rooms. This is an elegant new hotel, facing the ocean, and first class in all respects. It is open all the year round.

San Marcos.—Massachusetts Ave. \$2.50 to \$3 per day; \$14 to \$18 per week; 90 rooms. Summer.

Seabright.—Rhode Island Ave. \$2 per day; \$15 to \$20 per week; 50 rooms. Spring and summer.

Seaside.—Pennsylvania Ave. and the beach. \$3 to \$4 per day; \$16 to \$30 per week; 90 rooms. This house has a fine situation at the edge of the sea, and is open all the year.

Senate.—Rhode Island Ave. \$3 to \$3.50 per day; \$14 to \$18 per week; 125 rooms. One of the foremost summer hotels; opening its doors soon after New Year's and not closing until October.

Shelbourne.—Michigan Ave. and beach. \$3 to \$4 per day; \$18 to \$30 per week; 90 rooms. The situation is admirable, and the management and furnishing of the house are highly recommended. It is open the year through.

Stanley.—South Carolina Ave., below Pacific Ave. \$2 to \$2.50 per day; \$12 to \$15 per week; 63 rooms. Open all the year.

Stickney.—Kentucky Ave., near the beach. \$2 to \$2.50 per day; \$9 to \$14 per week; 60 rooms. Open from February to November.

Traymore.—Illinois Ave. and the beach. \$3 to \$5 per day; \$18 to \$25 per week; 150 rooms. A large hotel overlooking the ocean, having spacious rooms and an elegant service and table. Open at all seasons.

United States.—Pacific and States aves. \$3 to \$5 per day; \$18 to \$30 per week; 200 rooms. Open during the spring and summer months.

Waverly.—Pacific and Ohio aves. \$2.50 to \$3.50 per day; \$16 to \$25 per week; 85 rooms. Open all the year.

Wellington.—Kentucky Ave. \$2.50 to \$3 per day; \$10 to \$18 per week; 100 rooms. Open all the year.

Westminster.—Kentucky Ave. \$2 to \$3 per day; \$10 to \$15 per week; 60 rooms. Open all the year.

Windsor.—Illinois Ave. and the beach. \$3.50 to \$4 per day; \$18 to \$30 per week; 145 rooms. This house, open from February to October, is one of the largest and best-conducted hotels in the city.

Amusements.—During the season many first-class theatrical entertainments are given. Balls and hops are almost of nightly occurrence at the various hotels, while there are places devoted exclusively to the pleasure of visitors. Among the latter may be noted :

Academy of Music.—Board Walk and New York Ave. Promiscuous entertainments, dramatic, etc.

Young & McShea's Pier.—Foot of Tennessee Ave. Promenade, drawing of fishing net morning and afternoon, aquarium, etc. Also hops in the evening, especially children's, and twice a week rich and poor attend.

Iron Pier.—Foot of Massachusetts Ave. Devoted to popular entertainments and promenade.

Brighton Casino.—See below.

Scenic Theater.—Board Walk and Tennessee Ave.

Odd Fellows' Hall.—New York Ave. Various entertainments.

Morris Guards Hall.—New York Ave. Various entertainments.

Schauffler's Garden.—North Carolina Ave. Beer garden and orchestral concerts. Very high grade and popular.

Albrecht's Garden.—Atlantic Ave., below Illinois Ave. Beer garden and variety show.

Columbia Garden.—Board Walk, on line with Reading Depot. Most spacious music hall on the island, orchestral concerts, supplemented by a large organ, one of the finest in the country.

Lower End of Board Walk.—Various entertainments, among which are merry-go-rounds, toboggan slides, inclined railways, bicycle tracks, and dozens of other devices to extract nickels from the visitor. All these are patronized by every class of people, without fear of ridicule or taint of immorality. A great hotel, eating house, and amusement place, called the Seaview, has been built here especially to accommodate the excursion traffic.

Churches.—Atlantic City has seventeen churches as follows :

First Presbyterian.—Pacific and Pennsylvania avenues.

Church of the Ascension (Episcopal).—Kentucky and Pacific aves.

St. James (Episcopal).—Pacific and North Carolina avenues.

St. Nicholas (Roman Catholic).—Pacific Ave., below Tennessee.

St. Monica (Roman Catholic).—Atlantic Ave., below Texas.

First Methodist Episcopal.—Atlantic Ave., below Massachusetts.

St. Paul's (Methodist Episcopal).—Ohio and Arctic avenues.

First Baptist.—Pacific Ave., below Pennsylvania Ave.

German Presbyterian.—Pacific and Ocean avenues.

Friends' Meeting House.—Pacific and South Carolina avenues.

St. Andrew's Lutheran.—Michigan Ave., cor. Pacific Ave.

Christ Methodist Protestant.—Arctic and Texas avenues.

Second Methodist Protestant.—Arctic Ave., below Missouri.

Colored Methodist.—Cor. New York and Arctic avenues, also Ohio Ave., above Atlantic Ave.

- *Colored Baptist.*—Centre St.

Jewish Synagogue.—Pennsylvania Ave., above Pacific Ave.

Fishing.—The fishing is one of the attractions of Atlantic City, and this sport may be had in abundance both in the "thoroughfares" and outside. All the fish usually found along the New Jersey coast are abundant, and plenty of boats, both oar and sail, may be had at the Inlet or at the railroad bridge for small sums.

Gunning.—The meadows surrounding Atlantic City is a hunter's paradise, where wild geese, brant, black ducks, broadbills, redheads, snipe, willets, plover, and many other wild fowl abound in season. The laws provided for the proper protection of these birds are severe and strictly enforced.

Sailing.—To those who are fond of sailing, Atlantic City holds forth special inducements. The thoroughfares which divide the island from the mainland are broad, deep, and placid; even the most timid, or those who are subject easily to seasickness, may enjoy a sail over the waters of the thoroughfare without fear of unpleasant consequences. Those who are fond of heavier water may indulge their liking to their heart's content, for from the wharf to the wide ocean is but a few minutes' sail. At the Inlet, sailboats are for hire from early morning until night, either by the trip, the hour, or the day, at reasonable rates. Frequently owners of large sailboats form parties, charging from 25 cents to 50 cents a head. In addition to the sailboats, there are at the Inlet small steamboats and tugs for the purpose of taking persons on short trips to adjacent islands or out to sea, for small sums, according to the distance covered.

The Lighthouse.—At the northeastern end of the island is the Government Lighthouse. It is not far from the Absecon Inlet, and from its balcony, far above the ground, a grand view may be had of the land and sea. Here the wind, on the hottest day, whistles sharply

among the netting around the glass-work, placed there partly as a protection against the birds attracted thither by the flashing light during the darkness. The structure, from base to pinnacle, is 167 feet, and to make the ascent 228 spiral steps must be climbed. The outside gallery is 159 feet from the ground. Visitors are always admitted from 9.00 to 12.00 A. M. in the summer, and from 11.00 to 12.00 in the winter, stormy days excepted.

Life-Saving Station.—At Pacific and Vermont avenues is the Atlantic City Life-Saving Station, a building said to be one of the finest equipped of the kind in the country. It is a Gothic structure, having three rooms and a pantry on the first floor, and three rooms on the second. On the roof is erected a lookout, where a constant watch is kept for vessels in distress.

Casino.—Among the attractive places to visit is the Casino, located on the Board Walk near the foot of Indiana Avenue. Here are sun-parlors for invalids and convalescents, and a dramatic room for private theatricals, readings, musicales, and other entertainments. Adjoining the building are dressing rooms for surf-bathers, hot and cold sea-water baths. Close by is a large swimming pool, said to be the finest in America, besides bowling alleys and shuffle-board parlors. While the Casino is conducted as a club, visitors are admitted by the payment of a small per diem or weekly subscription, which includes admission, day and evening, to the daily concerts and to the semi-weekly dances. It is exclusive in its character.

Drives and Excursions.—Beach drive at low tide, ten miles; to Longport, eight miles; the Elephant or South Atlantic City, five miles; Absecon Inlet and Lighthouse, two miles; Pacific Avenue Drive to Chelsea, three miles.

Visitors should not fail to take the delightful trip to Longport by the trolley cars, thence by steam launch to Ocean City and Point Pleasant. Another pleasant outing is to Brigantine Beach, steam-boats leaving the Inlet for that place every half-hour.

Charitable and Benevolent Institutions.—Some of the charitable and benevolent institutions of Philadelphia have branches located at Atlantic City. There are also several purely local concerns of a high order. Among these are the *Sanitarium and Hospital*; the *House of Rest*, for working girls; and a *Boys' Free Reading Room*.

Cape May.

Within easy reach of Philadelphia is **CAPE MAY**, one of the most delightful seaside resorts in the country, readily accessible at all times and thoroughly enjoyable at every season of the year. Visitors to the Quaker City, if traveling for pleasure, ought to make the trip as a matter of course, if they really desire to include in their experiences every favorable opportunity for health-giving recreation. Those called to Philadelphia on business, if they have a few days, or even a few hours, to spare, can easily repair their mental energies and acquire new physical vigor by a brief sojourn at this ancient and cozy, yet modernized and truly progressive ocean retreat.

Location. — Cape May, as substantial in appearance as a thrifty New England town, is located at the southern extremity of New Jersey. Cape Henlopen, Delaware, lies opposite. Between these two points the waters of Delaware Bay enter the Atlantic. This expanse covers three thousand miles of ocean to the east, and twenty or thirty miles of bay to the west. The city is built on an upland island on the ocean side of the extreme point of the cape, facing southeast, and is never flooded by extraordinary tides. The ocean on the east and south, with Delaware Bay west and northwest, insures continuous sea breezes. Both shores of the lower peninsula of New Jersey are exceedingly picturesque, the great sand drives and gnarled cedars on the bay side forming a strange yet interesting picture; and the wonderful phenomena noticeable in the growth of the rich holly woods, cedars, persimmons, and sassafras trees, at Wildwood and Holly Beach, is extremely interesting to all students of nature.

Temperature and Climate. — The range of temperature at Cape May in January is from 28° to 40°; February, 30° to 40°; March, 34° to 46°; April, 42° to 54°; May, 54° to 66°; June, 64° to 74°; July, 70° to 80°; August, 70° to 80°; September, 64° to 72°; October, 52° to 64°; November, 40° to 52°; December, 30° to 42°. This record indicates an absence of extremes, and a more equable climate than any other at this latitude in our country.

"There is but a single town on the whole coast of the United States," says an excellent authority, "that can compare with it in this respect, and that one is Key West, at the very southern extremity of the Florida reef. The frosts of winter and the heats of summer are tempered by her proximity to bay and ocean. Snow and ice



**THE
KING
OF
OCEAN
HOTELS**

**“The
STOCKTON
HOTEL”**

....CAPE MAY, N. J....

Opens Saturday, June 6, 1896, under the same management. Nothing will be left undone that will conduce to the comfort and pleasure of our guests.

Accommodations for 1,000 people; cuisine and service unexcelled; private baths and parlors and rooms en suite.

Morgan's famous orchestra of sixteen pieces in attendance.

European terms, \$1.00 per day and upwards. American plan, \$3.00 per day and upwards.

The Stockton is the finest hotel on the Atlantic seaboard.

HORACE M. CAKE, Proprietor.

WASHINGTON, D. C.



La Normandie

Hotel—

IS a new house situated in the fashionable West End, opposite McPherson Square, within two blocks of the White House, Treasury, and State, War and Navy Departments.

All the latest improvements in sanitary plumbing, ventilation, heating, and incandescent electric lighting have been adopted.

The house is exceptionally well finished and furnished, and is, without doubt, the best Hotel in Washington. A special feature is made of the cuisine and service.

Rooms are arranged either singly or in suites of parlor, bath-room, and as many bedrooms as desired.

HORACE M. CAKE,

PROPRIETOR.

speedily disappear under the influence of the south wind, and the same breezes bring to her shores in summer, cooling zephyrs for thousands who yearly take advantage of them for health or pleasure. The climate of Cape May is semi-tropical in character. Cotton and cane will mature, and fruits and plants of the southern zone flourish if properly cultivated."

The Beach and Bathing Facilities.—The whole length of beach, from Cape May Point to Sewell's Point, is five miles. That portion of it used for bathing purposes is about a mile in extent. The shore is broad and smooth. Its firmness renders it useful and quite comfortable for driving as well as for pedestrian exercise. Bathing facilities are ample, being usually considered superior to those of any resort along the Atlantic Coast, and include five large, well-equipped establishments, known as the Stockton, Congress, Excelsior, Windsor, and Columbia Baths. For the special accommodation of invalids and those who are unable to enjoy surf-bathing, hot sea-water baths have been erected; these have been found highly beneficial to those in feeble health, and many have attributed complete restoration to health to their invigorating influences. The attendance and courtesy shown at each of these places leaves nothing to be desired. The time usually chosen for bathing is from 11.00 A. M. to 1.00 P. M., but bathing in costume continues until the evening meal hour each day. Men who are early risers have the privilege of bathing without costume from daybreak in the summer season until 6.00 or 6.30 A. M. The appearance of early promenaders on the board walks is a signal for early bathers to retire.

• **Promenades and Drives.**—The boulevard, with promenade and drive, extends from Cape May Point to the Stockton Hotel, a distance of about three miles. Along this route the ocean is in clear view, the waves, at high tide, rolling to within a few feet of the carriage-way. What is known as the Turnpike Drive has become a favorite carriage route for visitors, enabling them to enjoy the ocean view for a considerable distance, then taking them through pleasant roads and avenues in the district around Cape May City.

The Pier.—At the foot of Decatur Street is the iron Ocean Pier, now about 800 feet long. It is a favorite promenade. On one part an amphitheater, to seat several hundred people, has been constructed. Summer opera is given in the inclosure at intervals by select traveling companies. This is a somewhat novel feature and one that has proved unusually attractive. At the farther end of

the pier is a lower deck, where fishermen may enjoy their sport at ease, sheltered and unmolested.

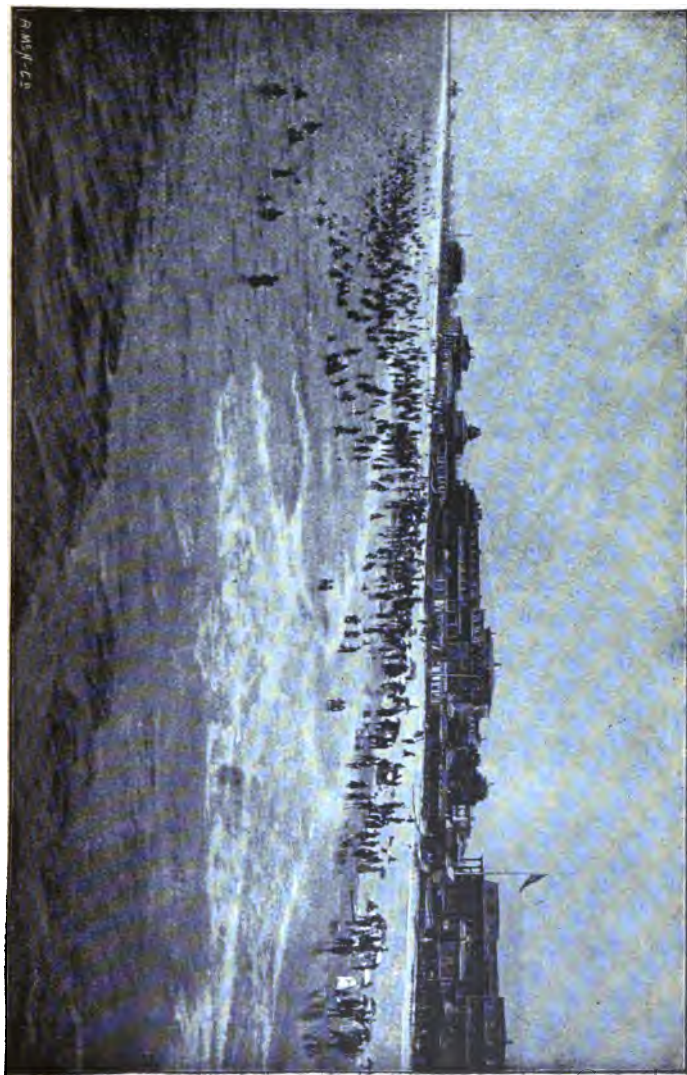
Walks.—There are numerous delightful walks in the vicinity of the hotels. Cape May, as a resort, has been favorably known for nearly if not quite a century, and, from time to time, wealthy influential men and women of Philadelphia and other famous cities have built handsome residences on or near the principal thoroughfares. Many of these dwellings are elegantly constructed, picturesque in appearance, and surrounded with rich foliage, evidencing the care and good taste of their owners and occupants, made more conspicuous in many instances by beautiful floral displays.

Residences.—Among the permanent residences on Beach Avenue well worth seeing are those of Mrs. General Phil. Kearney, Thomas F. Kelly of Philadelphia, Mrs. William Weightman, Jr., of Philadelphia, and Ex-President Harrison. On Columbia Avenue may be seen the houses of L. A. Scott, John M. Rogers of Philadelphia (formerly the residence of Congressman John E. Reyburn), and Ex-City Treasurer of Philadelphia, Geo. D. McCreary. On Jackson Street are handsome private dwellings occupied by John J. McConnell of Philadelphia, and Mayor Edmunds of Cape May. Dr. Emlen Physick and Ex-Mayor James M. E. Hildreth have elegant places of residence on Washington Street. Other houses of note include those of Charles H. Dougherty of Philadelphia, Dr. Reed, and Mrs. Evan Morris.

Fishing.—There is ample still-water and deep-sea fishing at Cape May. The supply of snapping mackerel, black bass, sea trout, king fish, flounders, red and black drum, rock or striped bass, perch, sheepshead, and hake is plentiful. All that is necessary in the way of boats, tackle, and the like can be obtained without difficulty.

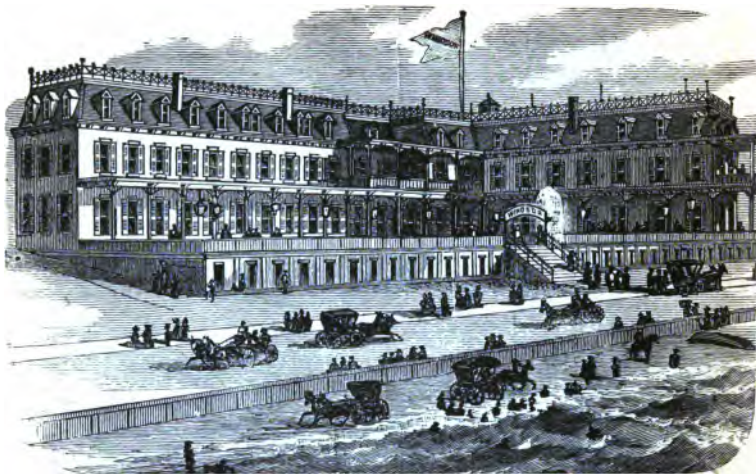
Boating, Yachting, Shooting.—Adequate provision is made for boating and yachting. Cat-rigged and schooner-rigged boats are for hire. The naphtha packet Wildwood runs several times a day to the resorts on Five-Mile Beach, taking the inside route. The headquarters for yachting is at Sewell's Point. Water-fowl shooting can be indulged in during the season.

Other Amusements.—To encourage physical culture, the Cape May Athletic Club has been formed. There are athletic grounds and a baseball park. For the children and such others as enjoy the sport, a large carousel, with music and modern appliances, has been erected near the beach.



RMS N. C.

CAPE MAY.



WINDSOR HOTEL

Cape May, N. J.

OPEN SPRING, SUMMER, AND AUTUMN.

This Hotel is situated 100 feet from the beach, and fronts on Beach Avenue, affording its guests a **clear, unobstructed view** of the ocean, no obstacles appearing in front, such as bathing booths, pavilions, scaffold boardwalks, etc.

Having all modern improvements necessary for a sea-side resort, such as long sun-parlors, steam heat, electric bells and lights, together with unsurpassed cuisine, faultless service, and excellent entertainments, enables **The Windsor** to provide a **comfortable home** for its patrons during their sojourn at Cape May.

A uniformed representative of this Hotel will meet all trains, and baggage and other matters intrusted to his care will receive prompt attention.

For further particulars, address

R. HALPIN, Cape May, N. J.

The Auditorium, a three-storied brick structure, lighted by electricity, to seat 500 people, stands on Jackson Street. This building is well adapted for public meetings, concerts, lectures, and the like.

Places to Visit.—Some of the most interesting places in the Cape May district are within convenient driving distance of the city, and form pleasant morning or afternoon outings for visitors.

Cape May Lighthouse, with revolving light, 145 feet high, clearly seen from the promenade at night, can be more closely viewed during a trip to Cape May Point. It was first built in 1800, and rebuilt in 1859. Near the Point also is *Lake Lily*, about three and one-half acres in circumference. Rowing is allowed on this body of water. A favorite beach drive is to *Diamond Beach* on Delaware Bay. It is on this beach that the famous Cape May diamonds are found. Three miles above Cape May is *Cold Spring*, where clear, bubbling, fresh spring water may be seen issuing from the salt meadows. Near this place is a Presbyterian church, established nearly 200 years ago. There are *Life-Saving Stations* at Cold Spring and Cape May Point, the former being one of the best equipped on the Atlantic Coast. The appliances at the Point are the identical ones shown at the Centennial in 1876. Exhibitions of skill in launching, rowing, etc., are given occasionally at these stations.

Transportation.—Facilities for transportation to and from the various points of interest are complete. Open and closed carriages and horses are always ready for use at very reasonable rates. An electric surface road along the beach connects Cape May Point with Sewell's Point. It is about six miles in length. Open cars run every sixteen minutes, and are controlled by the Cape May & Delaware Bay Railroad Company.

Food Supply.—The market houses at Cape May City, which has a winter population of about 2,000, and a summer population of from 25,000 to 30,000, are celebrated for their unusually good supply of fruits, vegetables, berries, and all kinds of country produce obtainable from the farms around. A convenient and specially important feature of the food supply at Cape May is the house-to-house call of farm-carts each morning with a fresh, direct supply of country butter, milk, fruits, vegetables, etc. Nothing could possibly be more wholesome, convenient, or economical. The farmers, like others, furnish their products at the lowest possible price consistent with a fair profit.

Medical Attendance.—Invalids are well cared for, there being

three experienced male physicians in the city, and one lady practitioner.

Water and Sanitation.—Cape May City has a mayor and council, responsible, among other things, for its sanitary condition. Official State reports say that :

"The soil of Cape May is admirably adapted for a city. It is a common fallacy that sandy soils, as being so loose and porous, are best adapted for close population. The fact, however, is, that gravelly soils are much preferable as percolators, and that alternate layers of gravel or mixed soils serve much better to dispose of organic matter that may reach the surface. The soil which underlies Cape May City is mostly gravelly, with sand under the gravel-beds, and then another layer with bay shore gravel. The water supply is well managed and of excellent quality. It is derived from three sources. Two of these are large circular wells which go down into the gravel bed, and are not in the same strata as the old wells of the town. These strata are divided by a narrow strip of clay, so hard as to need the pick in excavation. The water from the upper well is pumped up by the Holly system into the tank at the lower well, and from both there is a supply sufficient for the ordinary uses of the city. About sixty feet from the second gravel-bed well is an artesian or bored well ninety-seven feet deep. In the boring of this, at about ninety-four feet, a cedar log was reached which had to be drilled through. Just beneath this a good supply of water was secured. An eight-inch pipe leads down to this supply. The water is pumped by steam to a tank thirty-four feet high, having a capacity of sixty-thousand gallons. There is also another tank with a capacity of thirty-five thousand gallons. The steam pumps can raise about 1,200 gallons per minute. All whom I have been able to consult regard the supply as inexhaustible. The water is soft and pleasant to the taste."

By many the water at Cape May is said to be the best drinking water in the State. It contains just enough iron to make it a valuable tonic. Otherwise it is as pure as distilled water. Typhoid fever and similar diseases due to bad water and other unsanitary conditions are unknown. Sewerage and drainage are satisfactory. Sidewalks are kept in good repair. The planting of trees is encouraged. They are now plentiful. Unlike most Southern New Jersey resorts, trees grow at Cape May City as large and luxuriantly as they do in New York or Philadelphia. Asphalt paving is used in several thoroughfares. There is a creditable gas supply. Electric lighting is in use on the beach and elsewhere. There is a local telephone connection, also Western Union and Postal Telegraph service. The New Jersey Trust Safe Deposit Company has opened a solid, commodious branch structure on the leading thoroughfare.

Improvements contemplated in the near future are competing long-distance telephone service, the erection of a large music pavilion on the Strand, the grading of Madison Avenue for a public drive, and the introduction of the incandescent electric lighting system.

Public Buildings and Institutions.—A city hall, schoolhouse, and fire house are included among the public buildings. The Fire Department establishment consists of thirty-four men with two steam engines and a hook and ladder company. The Gamewell Fire Alarm System is in operation. The chief of police has eight men under him during the summer season. It is creditable to record that there is no crime at Cape May City.

Churches.—The various religious denominations are well represented. St. John's Protestant Episcopal Church, the Methodist Episcopal Church, and St. Mary's Roman Catholic Church are on Washington Street, the Presbyterian Church is on Lafayette Street, and the Baptist Church is on Franklin Street. A new Presbyterian church is to be erected within the city limits.

Historical Data.—According to old chronicles, Henry Hudson, an English mariner, in a third voyage to this country in 1609, landed at Cape May after narrowly escaping shipwreck. In 1623, Cornelius Jacobsen May, of the Dutch East India Company's fleet, rounded the south point of New Jersey, and recognizing its geographical importance, named it after himself. The first European proprietors were Goodwyer and Bloemart, who purchased in 1629 what is now Cape May County, from nine Indian chiefs, Cape Island being included in the acquisition. In 1689 Doctor Cox, who obtained possession from the original proprietors, sold the island to William Jacocks and Humphrey Hughes; the latter person leaving a large posterity which still clings to the proprietary soil. These individuals held the title till 1700, tilling the land down to the water's edge. It is noted from the records that Cape May was a whaling colony two centuries ago, the period of greatest activity in this industry being from 1680 to 1715. Settlers came originally from Long Island. It is also recorded that British troops landed during the War of 1812. The town was bombarded by the British in 1814. Within the last thirty-five years Cape May has suffered much loss from fire, the last serious fire being that of 1878. Such disasters can not now occur, there being a first-rate fire department and a plentiful water supply.

Distinguished Visitors.—Henry Clay visited Cape May in 1847, Franklin Pierce in 1855, Buchanan in 1866, Grant and his cabinet in

1873, and Arthur in 1883. Other distinguished men who have lived there, or remained during parts of one or several seasons, were Horace Greeley, James A. Bayard of Delaware, Hannibal Hamlin, Governor Hendricks of Indiana, John Wanamaker, and James G. Blaine. Cardinal Gibbons visits Cape May every summer when in the United States.

Hotels.—Cape May can boast of having some of the finest and best hotels on the New Jersey coast. The reputation of the Stockton and of Congress Hall, in the matter of capacity and of first-rate accommodation for a large number of guests, is an enviable one throughout the United States, and that of the Windsor for coziness and comfort, is almost too well-known to need repetition. As these three are without doubt or question among the best hotels of the first-class, at any really select ocean resort from Maine to California, they are worthy of special mention.

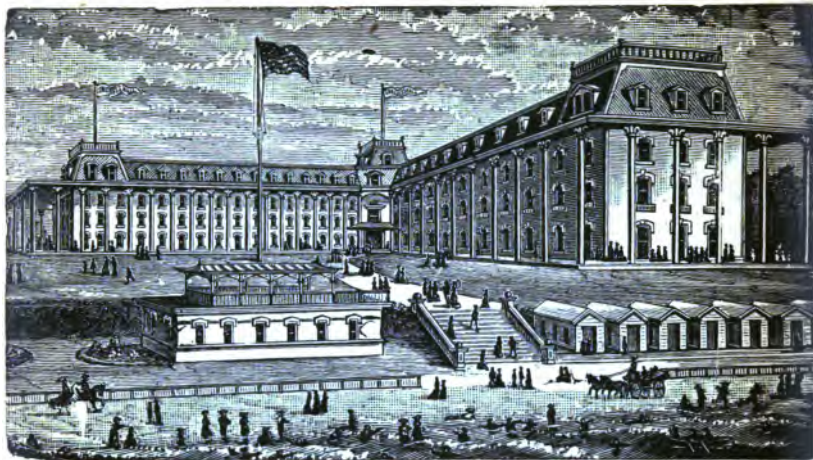
The Stockton, accommodating easily more than 1,000 guests, is situated directly upon the beach front, with an extensive lawn running to the water's edge. It has been completely reorganized and re-decorated, and is now under the management of Mr. Horace M. Cake, of the Hotel Normandie, Washington, D. C., whose family has been long and favorably known to residents of and visitors to Cape May, in connection with hotels at this resort. Special features are the billiard room, bowling alley, ball-room, and orchestral music. Every department is under expert management, to insure good service. The Stockton is announced as being distinctly a family resort.

Congress Hall is the only brick and practically fireproof hotel on the Atlantic Coast. It stands on the site of the original Congress Hall, which was built nearly a century ago. It is essentially a summer resting-place, accommodating without difficulty a large number of guests. The rooms are large, light, well-equipped, and well-ventilated. Several improvements have recently been introduced, including a new hydraulic passenger elevator and better sanitary arrangements. Concerts by a well-trained orchestra under Professor Morgan, and dancing in the capacious, elegantly-fitted ball-room, are prominent attractive features.

The Windsor, about 100 feet from the beach, fronts on Beach Avenue. The location is excellent, and the method of construction so admirable that every guest receives the full benefit of good light, pure air, and an interesting view. The hotel is de-



ON THE BEACH — Cape May.



Congress Hall,

CAPE MAY, N. J.

OPENS JUNE 29, 1895.

This Hotel enjoys the distinction of being the **Only Brick** and practically **Fire-proof Hotel** on the Atlantic Coast, and has every comfort and an excellent cuisine, together with amusements of all kinds. Concerts are given by Prof. D. T. Morgan's Superb Orchestra.

CONGRESS HALL has all modern conveniences, such as Elevators, Electric Bells and Lights, which add to the comfort of guests. The improvements for this season will be a new Hydraulic Passenger Elevator, new Carpets, Decorations, and Perfect Sanitary Arrangements.

For Plans of Rooms and Rates, address

L. P. CAKE,
Congress Hall, Cape May, N. J.

lightly homelike in its furnishings and general equipment. Its patrons are quiet, cultivated people who desire rest, courteous treatment, the comforts of a well-served table, occasional music, and congenial companionship. All modern facilities are available. This house is open in spring, summer, and autumn. There are several lofty sun-parlors. Steam-heat appliances have been perfected. The baths accommodate 200 persons.

The other hotels include the Lafayette, Marine Villa, Brexton Villa, the Colonial, Chalfont, Columbia, and Star Villa (the last three named on Ocean Street); the Ebbitt, Baltimore Inn, and Carroll Villa, on Jackson Street; the Devon and Wyoming, on Lafayette Street; the Arlington, on Grant Street, and the Oriole, on Perry Street.

Railroads.—The railway trip between Philadelphia and Cape May takes the visitor or tourist through a number of the busy and prosperous industrial towns for which that portion of New Jersey is renowned, including Camden, Woodbury, Glassboro, Clayton, the famous Vineland (with its seven miles of orchards, fruit gardens, and vineyards without a fence), Millville, and Woodbine (the new thriving Jewish colony, under the patronage of the benevolent Baron Hirsch). The celebrated Maurice River Cove-Oyster plantations, which employ a fleet of 500 vessels and 3,500 hands, is also near the railroad. A short spur of connecting railroads from Manumuskinn carries the Cape May passenger to that interesting point.

The *South Jersey Railroad*, connecting at Philadelphia with Chestnut and Smith Street ferries, runs six trains each way to and from Cape May on week-days, and three trains each way on Sundays. The distance of the route from Camden Station, or from Philadelphia, is seventy-eight miles. Time, from Camden to Cape May, ninety-three minutes. Fare, from Camden, \$2.15 (excursion). Pullman and Gentlemen's Buffet Club cars are attached. Heavy steel rails are used on the roadbed. The engines are practically smokeless, anthracite coal being used exclusively. It is the announced intention of the South Jersey Railroad Company to make their line "one of the fastest, safest, and most comfortable roads in the country." This line has only been in operation since 1894, but is evidently growing in public favor.

The *West Jersey Railroad*, connected with the Pennsylvania Railroad System, and connecting at Philadelphia with Market Street ferries, also runs six trains each way to and from Cape May each day,

except Saturday and Sunday. On Saturdays seven run each way and on Sundays from three to five. The distance of this route from Market Street Station or ferry, Philadelphia, is $8\frac{1}{2}$ miles. Time, from Market Street to Cape May, 105 minutes. Fare, from Market Street, \$2.25 (excursion). Parlor cars with Club Smokers are attached. This line has been established twenty-five years, and connects with all points on Pennsylvania Railroad System, from and to any part of which transfers of baggage are unnecessary.

The *West Jersey Railroad* also runs trains from Cape May to Sea Isle City. The terminal in that direction is Ocean City. Branches convey passengers to Wildwood, Holly Beach, and Anglesea. Direct communication is made with Atlantic City by way of Ocean City and Longport.

Steamboats.—The steamer Republic makes one trip daily from Race Street Wharf, Philadelphia, to Cape May. Time, five to six hours. Fare, \$1. For those who have the time to spare, the trip to Cape May by the steamer Republic will be found exceedingly enjoyable. The vessel only runs during the summer season, and a trip by it reveals all the many interesting points along the lower Delaware. League Island, the Government navy yard; Gloucester City, famous for its planted shad; Lincoln Park, a noted pleasure resort, and Red Bank are some of the interesting points passed. The Republic is a magnificent boat, built only a few years ago for the express purpose for which it is used. All its appointments are handsome as well as comfortable. Those who are especially liable to sea-sickness, however, should not venture by this route, unless the weather has been quiet for some days, since it is possible, though not often happening, that the waters of the bay may be rough enough to cause the very susceptible to feel some qualms and a desire to render tribute to "Old Neptune."

Ocean City.

Ocean City, situated on an island on the New Jersey coast, halfway between Atlantic City and Sea Isle City, stretching from Great Egg Harbor Bay and Thoroughfare Sound on one side to the Atlantic Ocean on the other for nearly, if not quite, seven miles, is rapidly growing in favor as a quiet, healthful resort, easily reached from Philadelphia.

Temperature and Climate.—Ocean City lies near the 39th degree of north latitude, thus enjoying the benefit of a climate and tempera-



OCEAN CITY, N. J.

Hotel * Brighton

SEVENTH AND OCEAN AVE.

Situated directly on the beach. Hôtel capacity for 250 persons.
Bathing, sailing, and fishing unexcelled. Send for circular and
terms.

R. R. SOOY, Proprietor.

Cape May

Oldest and Proudest of American Summering Places

And

Sea Isle City

Loveliest and Liveliest of Modern Resorts

Are now reached by the new and up-to-date

SOUTH JERSEY RAILROAD

In connection with

ROYAL READING RAILROAD ROUTE.

This is the shortest, straightest, surest Line, operating the quickest and completest train service ever run to these resorts. Equipment wholly modern and elegant. Perfectly ballasted roadway, smokeless locomotives, Pullman Parlor Cars, gentlemen's club Café Cars, new, airy, and palatial coaches.

Philadelphia Stations: Reading Ferries, foot of Chestnut Street, foot of South Street. New York connection: Central R. R. of New Jersey. Baltimore, Washington, and Western connection: B. & O. R. R.

HENRY WOOD, Manager,

420 Walnut Street, PHILADELPHIA.

ture similar to that of the Yosemite Valley, California, and the Azores.

The Beach and Bathing Facilities.—A peculiarity of the beach is its hardness. This quality enables pleasure-seekers to drive, if they wish, the whole seven miles of its length, and to use it as an agreeable promenade, better made by nature than any roadway of man's construction. The facilities for bathing are good, five large establishments being kept in excellent running order during the season. Hot-water baths are provided.

Promenade and Drives.—In addition to the seven-mile beach drive, above mentioned, the Boulevard Promenade is between two and three miles in length, with pavilions and bazars at intervals.

Fishing.—There is great sport for anglers in Great Egg Harbor Bay, which is about seven miles by four in extent. Weakfish, blackfish, hake, bluefish, flounders, and bass are abundant. Sheephead may be caught around the various piers.

Boating, Yachting, Shooting.—Boats of all kinds are for hire at reasonable rates, including row, sail, and steamboats, for fishing and other excursions on bay and ocean. Plover, snipe, ducks, and geese are to be found in season around this neighborhood.

Other Amusements.—For those who desire to indulge in these innocent forms of recreation, a shooting gallery, bowling alley, and shuffle boards have been provided, also a carousel for the children.

Transportation.—An electric street railroad, running the entire length of the city north and south, furnishes local transportation and connects with the steamboats. Three new boats, made after a World's Fair model, are now in use. There is a good supply of open and closed carriages, horses, etc.

Municipal Arrangements, Etc.—The sanitary condition of Ocean City is satisfactory, a sewerage system being now in operation. All drinking water is furnished from two artesian wells, one of which has a capacity of seventy gallons a minute. The water is highly recommended by the State chemist of Pennsylvania. Gas is furnished from private plants. The city is lit by means of arc lights, the incandescent system having also been introduced into residences. There are four resident physicians, and the supply of ordinary commercial demands is well attended to by attentive and courteous storekeepers. The city is well laid out, there being nine avenues, each parallel with the beach, and seven miles in length. Miles of flagged pavement have been constructed. For the past six or seven years,

improvements have been made each year at a cost of \$100,000. There is a mayor and council whose chief pride it is to see the city grow in favor and importance. This it is doing steadily, thus proving that a strictly temperance resort can be successful if properly managed.

Places of Worship.—The Methodists and Roman Catholics each have a church at Ocean City. A new church is to be built by the Episcopalians in the near future.

Hotels.—*The Brighton*, overlooking the Atlantic, is roomy, comfortable, and select, and is admirably managed by Mr. Sooy, the proprietor, whose reputation as a successful public caterer in Philadelphia extends over thirty years. The Brighton can accommodate 250 people. It is a desirable family resort. Every modern appliance, including incandescent lights, has been secured. Mr. Sooy sets a first-rate table for his guests, and devotes his entire time to a study of their happiness and comfort. He has recently added a large number of well-furnished rooms and modernized his house in every particular. Other hotels are the *Windsor, Atglen, Park, Albany, and Strand*.

Railroads.—The West Jersey Railroad, connecting at Sea Isle Junction, runs from five to seven trains each way to and from Cape May. The distance from Philadelphia is seventy-seven miles by this route. Time, two hours and fifteen minutes. Fare, from Cape May, \$1.45 (excursion).

In addition to this route by rail from Philadelphia, via the Pennsylvania Railroad (foot of Market Street), connecting with the West Jersey Railroad at Cape May, trains may be taken to Atlantic City—a sixty-minutes' run. Then by trolley to Longport, in fifteen minutes, whence a steamer can be taken to Ocean City. This is a good and pleasant route. The boats connect every twenty minutes.

Sea Isle City.

In 1879 M. C. K. Landis, the founder of Vineland, N. J., saw the possibilities for a fine seaside resort on Ludlam's Island, one of the great chain of islands which line the seacoast of New Jersey. With the energy characteristic of the man he put his project in shape and launched it, with the result that to-day Sea Isle City, which he laid out, is a popular resort, and Whale Beach, a new resort adjacent to it, is rapidly growing in favor. Already Sea Isle City is of sufficient importance to support two lines of railroads, over which trains are run daily at high rates of speed.

The Railroad Facilities.—The two railroads connecting Philadelphia with Sea Isle City are the West and the South Jersey railroads, the first under the control of the Pennsylvania, and the second of the Philadelphia & Reading Company. Visitors by the first leave Market Street Ferry, Philadelphia, and by the second go from either Chestnut Street or South Street ferries to Kaighn's Point. By the express trains the time from Philadelphia to Sea Isle City is ninety-seven minutes. By both routes the country is interesting, the roads passing through pretty New Jersey towns, carefully tilled farms, and heavily wooded land.

Ludlam's Island.—Ludlam's Island, on which Sea Island City stands, is $7\frac{1}{2}$ miles long and about $1\frac{1}{2}$ miles wide, and is situated just off the coast of Southern New Jersey, and being set within a curve of the coast-line, Ocean City on the north and Avalon on the south may be plainly seen, especially at night, when the electric lights are turned on.

Its Beach.—The Beach at Sea Isle City is claimed by many to be the finest on the New Jersey Coast. It slopes gently to the sea, under which it passes, with a still slighter declension for a long distance out. The sand on the shore, where it is washed by the long swells of the ocean, is so hard and smooth that carriage wheels and horses' hoofs scarcely make an impression on it. For bicycle riding the beach is unsurpassed.

Bathing.—On account of the nearly level character of the bottom for some distance from the shore, and the almost total absence of holes and eddies, the bathing is claimed to be practically absolutely safe, and on account of the shallowness of the water the surf is heavy enough to please the most exacting.

Fishing.—Sea Isle City is one of the paradises for the angler. At the upper end of the island is Corson's Inlet, and at the lower end Townsend's Inlet, both of which have widespread reputations for sheephead and other popular sea fishes. The thoroughfares abound in weakfish, sea bass, flounders, and other specimens of the finny tribe. The ocean front of Sea Isle City is one of the most famous on the whole Atlantic Coast for drum fishing, in season, and even striped bass may here be caught.

Boating.—As at other seaside resorts ample provisions are made for those fond of boating. Sailboats and rowboats, which may be hired by the day or hour, are in abundance.

Board Walk and Attending Attractions.—Recently there was

erected a fine board walk four miles long and thirty feet wide, and lighted abundantly with electric lamps; and grouped along its path are the usual amusement features of the kind found at the seashore.

Driveway.—Running through the center of the town and the whole length of the island is a fine avenue, 130 feet wide, heavily graveled, and well rolled, making a splendid driveway. This avenue connects at the north and the south ends and at intermediate points with the beach.

The Dummy Road.—The West Jersey Railroad has a dummy road running through Sea Isle City, and connecting it with Stone Harbor, Ocean City, Avalon, and other seaside resorts within thirty miles. This road runs about 110 feet from the sea, and for the entire trip of thirty miles the tossing billows of the ocean are in continuous view.

Hotels.—There are a number of hotels at Sea Isle City, which, like those of other similar resorts, are of varying standard to meet the requirements of the visitor. Among the more prominent are the Continental, the Ocean View, the Tivoli, the Girard, the Lincoln, the Colonnade, and the Excursion House. At the last-named place hops are given every night during the season.

Churches.—There are but three church denominations at present located at Sea Isle City, the Methodist Episcopal, the Protestant Episcopal, and the Roman Catholic.

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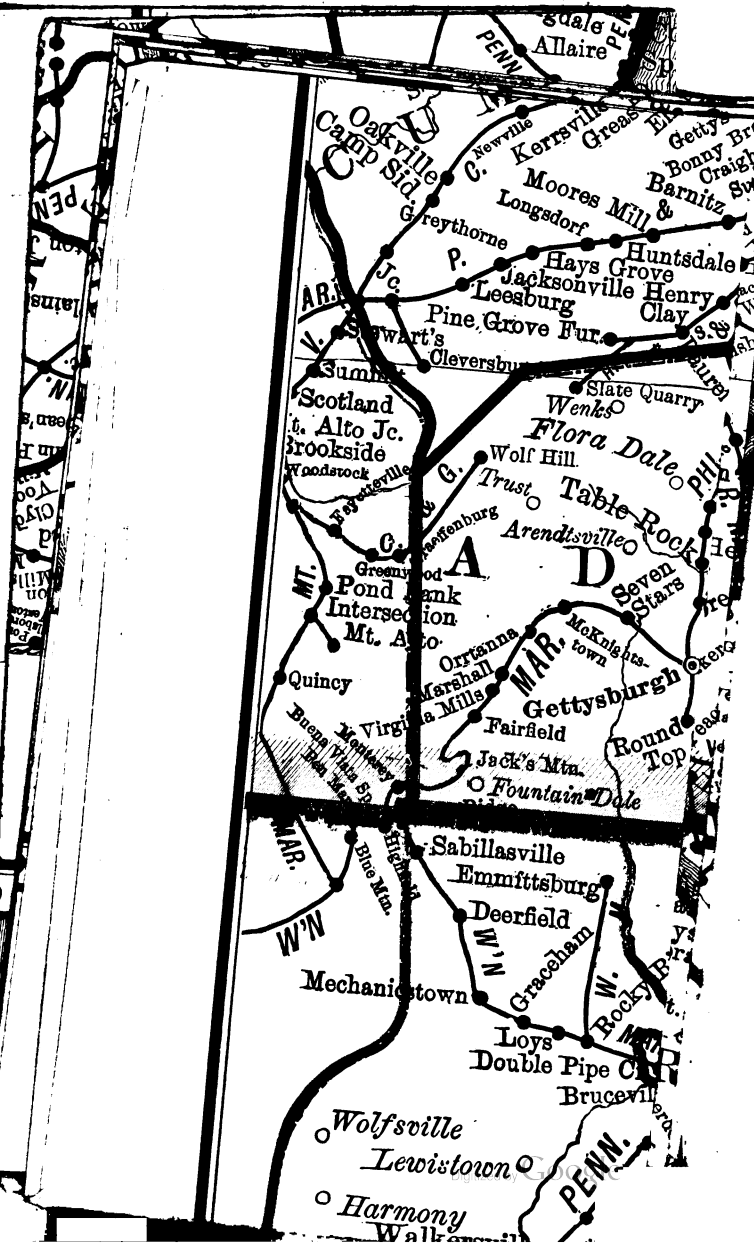
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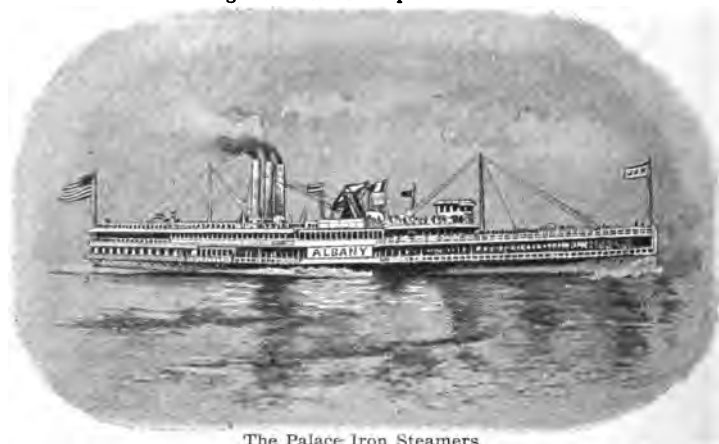
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